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LAKE CARRIERS' ASSOCIATION.

To consider and take action upon all general questions relating to the navigation and carrying business of the Great Lakes, maintain necessary shipping offices and in general to protect the common interests of Lake Carriers, and improve the character of the service rendered to the public.

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NAVAL FLEETS OF THE WORLD.

Returns asked from the British Admiralty regarding the naval fleets of the world shows a numerical preponderance of vessels in the English navy, as is universally known among those interested in maritime affairs. Dealing with figures in the order given, the return shows that there are 52 British battleships in commission, 9 building, and 3 ordered—64 in all. Cruisers: Armored, 18; building, 4; and 4 ordered—26 in all. Protected cruisers in commission, 95; building, 24; total, 119. Unprotected cruisers, 16. Coast defence vessels: Armored, 15; special vessels, 3; torpedo vessels, 35; torpedo-boat destroyers, 50; torpedo-boat destroyers building, 46; first-class torpedo-boats, 3—making a total of 377 effective, or shortly to be effective, vessels. That the French fleet comprises battleships in commission, 27; building, 8; armored cruisers, 9; armored cruisers building, 10; protected cruisers, 30; protected cruisers building, 10; unprotected, 16. Coast defense vessels: Armored, 14; special vessels, 1; torpedo vessels, 13; torpedo vessels building, 2; and torpedo-boat destroyers building, 8—making a total of 148.

The Russian fleet is shown to consist of battleships in commission, 12; building, 6; to be commenced this year, 4; cruisers, armored, 10; building, 1; cruisers, protected, 3; building, 3; to be commenced this year, 2; cruisers, unprotected, 3; coast defence vessels, armored, 15; building, 1; special vessels, 5; building, 1; torpedo vessels, 17; torpedo-boat destroyer, 1; building, 28—total, 112.

The German fleet is given as equal to battleships, 17; armored cruisers, 3; protected cruisers, 7; unprotected cruisers, 21; armored coast defence vessels, 11; special vessel, 1; torpedo-boats, 113; torpedo-boats building, 9. Germany is building: battleships, 5; armored cruisers, 2; protected, 8—a total of 15 in contemplation.

The Italian fleet consists of battleships, 15; armored cruisers, 3; protected, 15; special vessels, 2; torpedo vessels, 15.

The Japanese fleet consists of battleships, 3; armoured cruiser, 1; protected cruisers, 10; unprotected cruisers, 8; coast defence vessels, 3; torpedo vessel, 1; torpedo-boats, 44—a total fleet of 70. Japan is also building battleships, 3; protected cruisers, 6; unprotected cruiser, 1; armored cruisers, 6; torpedo-boat destroyers, 8; torpedo-boats, 12.

The report further shows that the British have built since 1890 20 battleships, aggregating 280,650 tons, and carrying thirty-two 13.5 in., thirty-six 12 in., twelve 10 in., and 198 6 in. guns, as against nine battleships, aggregating 83,044 tons, built by the French in the same period, the nine French ships mounting seven 13.4 in., ten 12 in., six 10.8 in., ten 6.5 in., and twenty-four 5.5 in. guns. Since 1890 Russia has, according to the report, built six battleships, equal in all to 60,152 tons, and armed with thirty 12 in. and forty-five 6 in. guns. Germany in the last eight years has, the report shows, added 10 battleships, of 60,204 tons, and mounting twenty-four 11 in. and eighteen 9.6 in. guns. Italy is credited with 2 battleships since 1890, or, in all, 26,727 tons, with eight 13.5 in. and sixteen 6 in. guns; while, on the other hand, the United States has 5 battleships, at present very much in evidence, as the result of her last eight years building. These total up 48,519 tons, and carry twelve 13 in., two 12 in., thirty-two 8 in. and eighteen 6 in. guns.

Of protected cruisers the British have launched 58 in the last eight years as against 14 by France, 1 by Russia, 3 by Germany, 6 by Italy, 7 by America, and 5 by Japan.

As regards "Armored Cruisers Building," the British are not so well placed, the Cressy, Hogue, Aboukir, and Sutlej, each of 12,000 tons, being the only vessels under this head; whereas France alone has 10 such vessels, equal in all to 90,028 tons under construction.

A NEW LAKE SUPERIOR DOCK.

The Franklin Mining Company will build a 300-foot dock immediately at the new mill site on Grosse Point, Portage Lake. The Arcadian Copper Company, controlled by Standard Oil capital, has secured a mill site adjoining the Franklin mill, and will improve the property at once. It will be necessary for the railroad connecting the mines with the mills to cross Torch Lake canal.

ANOTHER CANAL PROJECT.

A canal from Benton Harbor, at the southeastern corner of Lake Michigan, to Toledo, at the southwestern extreme of Lake Erie, has long been talked of, and the project seems now to have some chance of being carried out, as a government survey, which has just been completed, shows that the work of construction would present no engineering difficulties. The surveyors estimate that by an expenditure of $40,000,000 the government can secure a waterway that will accommodate the largest vessels plying on the Great Lakes. The distance from Chicago to the mouth of the Detroit river by the present water route is 1,011 miles, but the proposed canal would reduce the distance between Chicago and Toledo to 161 miles. If this canal should be constructed there would be an air-line waterway between Chicago and Buffalo 100 miles shorter than any railway between the two cities.

INSPECTING THE ST. LAWRENCE SYSTEM OF CANALS.

A committee representing the Dominion government, inspected the St. Lawrence system of canals last week. At Iroquois the Galops canal was inspected, on the way down the river the canal works at Cardinal, where Messrs. Davis & Sons and M. A. Cleveland have big contracts were closely scrutinized; at Morrisburg, where the work of deepening and widening is going on on a smaller scale, and at Farran's Point, where the Canadian Construction Co., are building a canal about three-quarters of a mile long. At the latter place the foundation stone of the mitered sill in the big lock was laid by Mr Fielding with appropriate ceremonies. The work at every point was found to have made good progress, and the contractors were pushing forward to completion at a rapid rate. Mr. Fielding said that the government expected the fourteen-foot channel to Montreal to become a fact early in 1899. Continuing down the river the committee inspected the dredging which is going on at several points in Lake St. Francis, where the channel needs deepening and straightening, and wound up their tour at Cascades Point, where Messrs. Manning and MacDonald are engaged in the construction of the magnificent public work to be known as the Soulanges Canal, extending from Coteau Landing to Cascades Point, which is to take the place of the Beauharnois Canal on the opposite side of the river. Everything was found progressing satisfactorily, and the contractors were complimented on their work.

GROWTH OF CANADA'S TRADE.

The Dominion government is evidently keeping pace with the march of commercial progression. Among the chief projects upon which money is being spent or will be spent by the government and private individuals are the deepening of the canals; the improvement of the governnment railway system and its extension to Montreal; the fast Canadian royal mail service, the Manchester-Canadian freight steamship line; the extension of the Canadian Pacific through the mining regions of British Columbia; the Rainy River and Manitoba Railway tapping the Ontario gold fields, and Southeastern Manitoba; the Swan River Railway, following settlement into Northern Manitoba; the development of gold and silver mining in British Columbia, Ontario and Nova Scotia; the opening up of trade routes to the gold fields of the Yukon, and the improvement of the national harbor at Montreal, St. John and Halifax. Of the total amount of capital expenditure now being made on the works above mentioned it would be difficult to give even an approximate estimate. The shipping ventures call for about $15,000,000, the C. P. R. extensions about $11,000,000, canal deepening $9,000,000, harbor improvements $4,000,000. A single British company operating in mining developments in British Columbia has a capital of $15,000,000. The crop area in the West is 25 per cent greater than ever before. The maritime provinces are increasing their trade with the West Indies, a larger share of the carrying trade of the Western states is being diverted to Canadian channels. Montreal is at last setting herself the task of becoming a rival as the entreport of ocean commerce. Within a month after the opening of navigation this year 8,000,000 bushels of grain had been loaded at her wharves.

LARGE YACHTS.

The largest private yacht is Mr. W. K. Vanderbilt's Valiant, of 2,184 tons. To the builders, Laird Bros., Birkenhead, England, the Valiant cost considerably over a half million dollars, besides which very large sums were spent on French upholstery and cabinet work. To keep this boat in full commission for twelve months takes something between $100,000 and $125,000. In 1892 Mr. Laycock built his Valhalla (1,490 tons), the largest auxiliary yacht. Barque rigged, with 25,000 square feet of canvas, this craft shows to advantage on a sailing day; while under canvas alone, when the weather is not propitious or circumstances do not permit to set her canvas, she registers a mean speed under steam of ten knots per hour. The crew of the Valhalla number 100 all told, and her cost of building may be put down as being between $325,000 and $350,000. The price of a 500-ton steamer of the average size and build, complete in every respect, should not exceed $105,000 or $110,000. As a rule, however, the price of a first-class yacht about this size is between $190 and $210 a ton. When we bear in mind the fact that yachtsmen desire to cruise and not to race from port to port, passing everything they come across, we may not be surprised to find that the majority of yachts attain comparatively low speeds, generally between ten and eleven knots. A notable exception to this rule is the twin-screw steamer Giralda, 1,664 tons, recently sold by Mr. Harry McCalmont, to the Spanish government, which, under forced draught, has a speed of over 20 knots per hour.

OF the total production of slightly over 120,000,000 gross tons of ore, credited to the five Lake Superior ranges, Michigan has furnished 89,841,686 tons, according to the exceptionally complete annual report just issued by George A. Newett, editor of Iron Ore, and State Commissioner of Mineral Statistics. A trifle over half of the 1897 output was contributed by Michigan mines.

NEWS AROUND THE LAKES.

CHICAGO.

Special Correspondence to The Marine Record.

At the Chicago floating dry dock the steam yacht Thistle is in for repairs and calking, and the tug J. G. Dorr was in for a new wheel.

The least said about grain freights the better, as the miserably low rates offered by shippers for the few cargoes obtainable are hardly worth consideration.

The New Kentucky Coal Co. has gone into the coal-fueling business at their fueling dock, Illinois Central Slip C. Captain Geo. Tebo is manager of the fueling department.

The schooner George Sturges, of Chicago, dragged her anchors and went ashore at Cecil Bay in the heavy blow of June 25th. She was reported as pounding heavily.

The Raddatz submarine craft was tested again at Milwaukee this week and as usual the trial was said to be satisfactory in every way, but if so, why don't the inventors bring her to the front?

During the storm on the 24th inst., the steamer Philetus Sawyer dragged her anchor and went on the reef near Epaulet, damaging her rudder. She has since been at Sheboygan, Wisconsin, for repairs.

The fueling business on the river is being rushed for all it is worth this season. The O. S. Richardson Co. is to the fore however, and hold their patronage together. Fair, upright and businesslike methods is always assured in doing business with the Richardson Co.

For the first time in ten years the Chicago & West Michigan Railway company has entered into a rate war with the Goodrich Transportation Co. for Chicago business. The rates have been cut from $10.30 for the round trip to $7.00, and the one fare rate from $5.77 to $4.00.

The new fire boat, contracted to be built by the Chicago Ship Building Co., for the Chicago fire department, is to be 118 feet long over all, 107 feet keel, 24 feet molded beam, 12 feet 6 inches molded depth, and will draw 9 feet of water on an even keel. Her machinery and pumps will be very elaborate, particulars of same will be given later.

The Lumber Carriers' Association met here on Monday to consider the advisability of reducing freight rates, owing to the dull movement of lumber. After some discussion it was decided to make no change. A resolution was adopted that all charters should be made through the authorized agents of the association. The meeting was harmonious, and although cargoes are scarce, the members were willing to stand by the rates agreed upon early in the season and either maintain fair living rates or lay their boats up until the freight market brightens.

The new steel steamer, of the Chicago & Michigan City Line, had her stern plates and frames badly damaged Tuesday morning. She was winding around in the river just below Rush street bridge, when she backed heavily into Kirk's dock. The captain was immediately discharged, and another captain put on board. Onlookers who saw the accident say that the captain was blameless, as he gave correct signals to the engine room to go ahead, instead of which the engine continued backing up.

The master of a schooner, growling about a crew he shipped here this week, says: "It is all right to send farmers and bums aboard barges and steamboats for deck hands, but a sailing vessel needs men, and good men at that, for we all go out undermanned." Only two men out of his crew could "sashee" around the decks after he got on the lake. It is seldom, though, that a sailor gets so imposed upon when picking up a crew. Even if he does get them from the lake carriers' office he can generally judge a rope-hauler from a fresh water imposter or a turnpike sailor.

The L. M. & L. S. Transportation Company's steamer, City of Traverse, arrived here on Monday morning from Duluth. Her bulwarks on the starboard side abaft the engine showed signs of rough usage, she having been in a collision Saturday night with the schooner Hutchinson in tow of the steamer Rube Richards, off Marquette, Mich. In rounding the breakwater the Traverse entering port met the Richards and Hutchinson going out. The Traverse was too close to turn and ran across the tow line, cutting it. The Hutchinson collided with the Traverse, but did not receive any damage.

It is all well enough to talk of an immense excursion business, and it sounds well at a time when the general freight market is so depressed, but, as a matter of record, there is not a very heavy excursion trade being carried on just at present, and it is so divided up as to make no great shakes for any one line of boats. Chicago has a population that believes in enjoying itself on all available occasions, and there is always a large moving population, at the same time the tens-of-thousands said to be patronizing lake excursions, can easily be brought down to thousands, though, so far as that goes, the season has not fairly got a gait on itself yet and will greatly improve later.

The stocks of grain in Chicago elevators last Saturday evening were 795,000 bushels of wheat, 8,386,000 bushels of corn, 561,000 bushels of oats, 286,000 bushels of rye and 13,000 bushels of barley. Total, 10,041,000 bushels of all kinds of grain, against 14,400,000 bushels a year ago. For the same date the secretary of the Chicago Board of Trade states the visible supply of grain in the United States and Canada as 17,225,000 bushels of wheat, 22,424,000 bushels of corn, 7,609,000 bushels of oats, 1,017,000 bushels of rye, and 366,000 bushels of barley. These figures are smaller than the corresponding ones of a week ago by 1,864,000 of wheat, larger by 252,000 bushels of corn and 516,000 bushels of oats, and smaller by 22,000 bushels of rye, and larger by 157,000 bushels of barley. The visible supply of wheat for the corresponding week of a year ago decreased 2,079,000 bushels.

DETROIT.

Special Correspondence to The Marine Record.

Capt. James Reid is reported from Harbor Springs to be ready to resume work on the sunken Cayuga.

The dredge of H. W. Hubbell & Co., is dredging out the slip of Thompson Towing & Wrecking Association, at Sault Ste. Marie, on which will be erected slings for hoisting out tugs for repairs.

The light-house keeper of Middle Neebish Cut reports that spar and boom of station No. 9 are down. The light cannot be shown. No. 9 is the rear light of the Middle Neebish Cut range. The front light, No. 7, will be kept in operation.

Now that a deep channel of 300 feet width over Vidal Shoal, upper St. Mary's river, is completed, the vesselmen are hoping that the lighthouse officials will immediately undertake the lighting of it. Temporary lights are now maintained by the engineers.

As as indication of the volume of traffic it is reported that one day last week four vessels passed out through the Duluth ship canal in the course of 30 minutes, carrying an aggregate of 20,000 tons of iron ore. The vessels were the Stephenson and Bell, the Aurora and Aurania.

Assistant Secretary Spaulding, of the Treasury Department, acting upon the earnest request of Capt. William Mitchell, of Bay City, has reduced the fine on the steamer A. Folsom from $500 to $25. The captain made it appear that the violation of the "Soo" navigation rules, charged against the Folsom, was unintentional and merely a technical matter.

Mr. A. A. Parker is now at his country residence at Grand Pointe and is nicely recovering from the effects of his recent paralytic attack. Mr. Parker is greatly missed in vessel circles and all hands join in a desire to see him back at his desk and accustomed work again, though no doubt he will lead a much quieter business life in the future than in the past, or at least for a time until he gets robust again.

One hundred and twenty-five men are working on the steamer J. H. Outhwaite at the Bay City dry-dock, repairing the damage done to her hull while ashore at False Presque Isle. The keel, 100 feet of assistant and floor keelsons, and a number of deck beams are being replaced, and about one-half of the bottom is being replanked. She is to be entirely recalked and refastened. It is expected she will be ready for sea by Aug. 20.

The new Cleveland and Buffalo line side-wheel steamer City of Erie rather bested the F. E. Kirby in point of speed, and manager Newman claims that the Erie had the best of it at every stage of the spurt. He says further that if the managers of the Frank E. Kirby think they can fix her cut-offs and put her into condition so as to make her faster than the City of Erie, he will be glad to accommodate them with a time run over any number of miles, the Kirby people to choose their water and the Erie people to choose theirs. Manager Newman leaves it to Ashley and Dustin to fix the prize money to be awarded to the steamer making the best time, and he will race the City of Buffalo against the Kirby on the same terms. Manager Ashley of the Kirby, is not excited by the challenge, he says: "The Kirby will attend strictly to business on her route and if Mr. Newman will do the same with his boats we will have no trouble. If, however, he saw fit to bring his boats on the Kirby's route any time, we will try and protect the boat's reputation. No, we will not send the Kirby down the lakes between Cleveland and Buffalo to try conclusions." In the meantime both lines are receiving some nice free advertising on speed trials and routes. The Kirby is a fast boat as everyone knows, and in a trial of speed should have been given a fair warning so that her trim and fuel might have been fixed for the short dash needed to walk away from the Erie.

BUFFALO.

Special Correspondence to The Marine Record.

The stock of coal at the head of the lakes is now put down at 285,000 tons bituminous and 165,000 tons anthracite, making a total of 550,000 tons, with about 50,000 tons of nut.

The Anchor Line is getting a spurt this week in westbound package freight, or general cargo, and their dock has been quite busy, all hands hope that shipments will keep on increasing.

A sandsucker, owned by Carroll Bros., of Buffalo, and used in Niagara river below the International bridge, took fire from her furnace a day or two ago and was destroyed. The value of the craft was about $2,000.

Salvage operations are being carried on at the sunken steamer Idaho near Long Point and a considerable quantity of her cargo has already been recovered. Mr. D. H. Wilcox is managing the work of recovering the most valuable portion of the cargo.

A paragraph has been going the rounds of the press stating that a Toronto shipbuilding firm had secured a contract from the St. Lawrence & Chicago Steam Navigation Co. to build a large grain carrier, the dimensions and other particulars being given. J. H. G. Hagerty, the manager of the navigation company, emphatically denies that a contract has been entered into. He says his company asked for bids, but that nothing further has been done in the matter up to date.

The Northern Steamship Co. seem to be having a fair share of traffic from the earnings of the two large passenger steamers, North West and North Land. The passenger and excursion business is good and certain to increase from this time on until the weather breaks towards the fall.

A new chart of Erie harbor and Presque Isle on a large scale, showing all the docks, has just been prepared by the Government engineers. The chart is from a survey of July-September, 1896, made under the direction of Maj. T. W. Symons, United States engineer in charge of the Buffalo district.

The schooner Plymouth of the steamer Arizona's tow collided with a railroad bridge over the Welland canal near Thorold, a few days ago. The canal authorities held the vessel for payment of $400 damages to the bridge. The captain finally paid the fine, and the vessel was released.

The light-house tender Haze will place this week three more gas buoys. One will be moored in place of the black can buoy at Gull Island shoal showing a fixed light, another at the entrance to Sandusky showing a flash in place of the red buoy, and a third on Niagara reef showing a flash light in place of the black can buoy.

The passage by the house of the bill for the erection of a bridge over the Niagara river connecting Buffalo and Grand island has more than a passing interest for lumbermen and lumber carrying interests of the Great Lakes which have steadfastly opposed the project since it was first introduced. The original bill provided for a 200-foot draw, but this has been amended by a provision for a commission to investigate the feasibility of a wider span, though the 400-foot draw demanded by lumbermen is acknowledged to be impracticable. The fact that Buffalo people opposed the erection of a pier bridge at Detroit lent additional emphasis to the opposition of Michigan to the proposed Buffalo bridge.

There has been no change for the better in marine circles since my last report; if anything, there have been fewer arrivals and less chartering than any week during the season, and there are no indications of an early improvement. Cargoes are scarce and yet docks are blocked. One reason is the shortage of railroad cars, another is the lack of grain imports, and yet if vessels brought grain they would have to leave light for Ohio ports to load coal at 20 cents per ton for upper lake ports, and after that "go seeking" again. In the words of a vessel broker, "the present situation here is without a precedent in lake traffic. There is a good sized growl all round, but the outlook must surely and shortly improve."

A temporary naval recruiting office is open for the purpose of enlisting lake sailors for the United States Navy. The immediate purpose is to raise a crew for the cruiser Buffalo, formerly the Brazilian dynamite vessel Nictheroy. It is believed that some sailors will ship for service on the ship bearing the name of their native city. This shipping of lake sailors is regarded as an important step by the Navy Department. If the experiment proves to be a success, as it is believed it will, it is probable that a regular recruiting office may be established in several cities on the Great Lakes. Heretofore sailors for the navy have been enlisted on the coasts. There is a dearth of American seamen at present, however, as the regular service and transport duty has depleted the ranks of experienced men to a very large extent.

CLEVELAND.

Special Correspondence to The Marine Record.

The large wooden steamer Italia has just been floated out of the Cleveland dry dock after having her butts calked and searched up; a tenplate was also taken for a new shoe, which will be put in place on her next trip.

A meeting of the Lake Carriers' Association was held at Capt. James Corrigan's office on Saturday to consider the new revenue law in relation to shipping. Harvey D. Goulder Esq. counsel for the association, was instructed to go to Washington and get rulings on the law. Owners and brokers are of the opinion that the law does not refer to the lakes.

The steamer Yakima is at the Ship Owner's dry dock for new rail, stanchions, plank sheer, etc., on the starboard side and repairs to other damage caused by collision with the Helvetia. Work on the J. C. Gilchrist is still being carried on and she is receiving a thorough rebuild. The I. W. Nicholas docked for repairs to bottom damage, several shell plates having to be taken off. The fish tug Martin is also docked for calking, etc.

Capt. J. J. H. Brown, of Buffalo, visited Cleveland on Saturday, with Mrs. Brown, to attend the launch of the Hendrick S. Holden at the Globe yards. Capt. Brown is interested as an owner in the new steamer and expressed himself as being well pleased with her appearance, also the very successful launch. The Globe launches though are always perfect and strictly on time.

John Stang has entered into a contract with the Lorain Steel Company, to build 900 feet of docks, and to do the dredging necessary to enable the company to use the docks. The job involves an expenditure of over $50,000, and will give employment to nearly one hundred men for the next six months. The work will begin as soon as the ma-

terials can be gathered upon the site. The new docks are to be located on the south side of the river at the point where the McMyler hoist is in operation, extending from the small ravine west of the hoist to the site of the old Globeville mill. The docks will be 24 feet wide and will carry two railroad tracks.

The large steel crib, which has been lying for some time at the east breakwater, being ballasted, etc., was sunk in the lake Thursday morning. The work was done under the supervision of the president of the Van Dorn Iron Works. The crib was towed out in the lake and located. Five anchors were then dropped and the air holes in the crib soon caused it to sink. Its size is 100 feet in diameter and 67 feet in depth.

The steamer Samuel Mitchell, owned by the Cleveland Rolling Mill Co., broke a bucket of her wheel while going up the river Monday night by striking a log. A great deal of damage has been done in this manner this season and something ought to be done to keep the river free of snags. Formerly, it has been the custom for the harbor master to engage a tug for this purpose as on his department falls the duty of keeping the port free and open for safe navigation.

Mr. Thomas Fitzpatrick has just celebrated his 76th birthday and met with the hearty congratulations of his business and social acquaintances. Mr. Fitzpatrick has put in over half a century of active business experience on the lakes, first as an engineer and later occupying several important business positions ashore. He has also a war record to his credit and is still vigorous, hale and hearty. His son, Mr. John C. Fitzpatrick, is agent for the Clover Leaf line at Buffalo and is a more than usually well-liked, active man of business, although the son of Mr. Thomas would have to be that anyway. Still, Mr. John C. is all there all the time and well merits the best wishes of a large community.

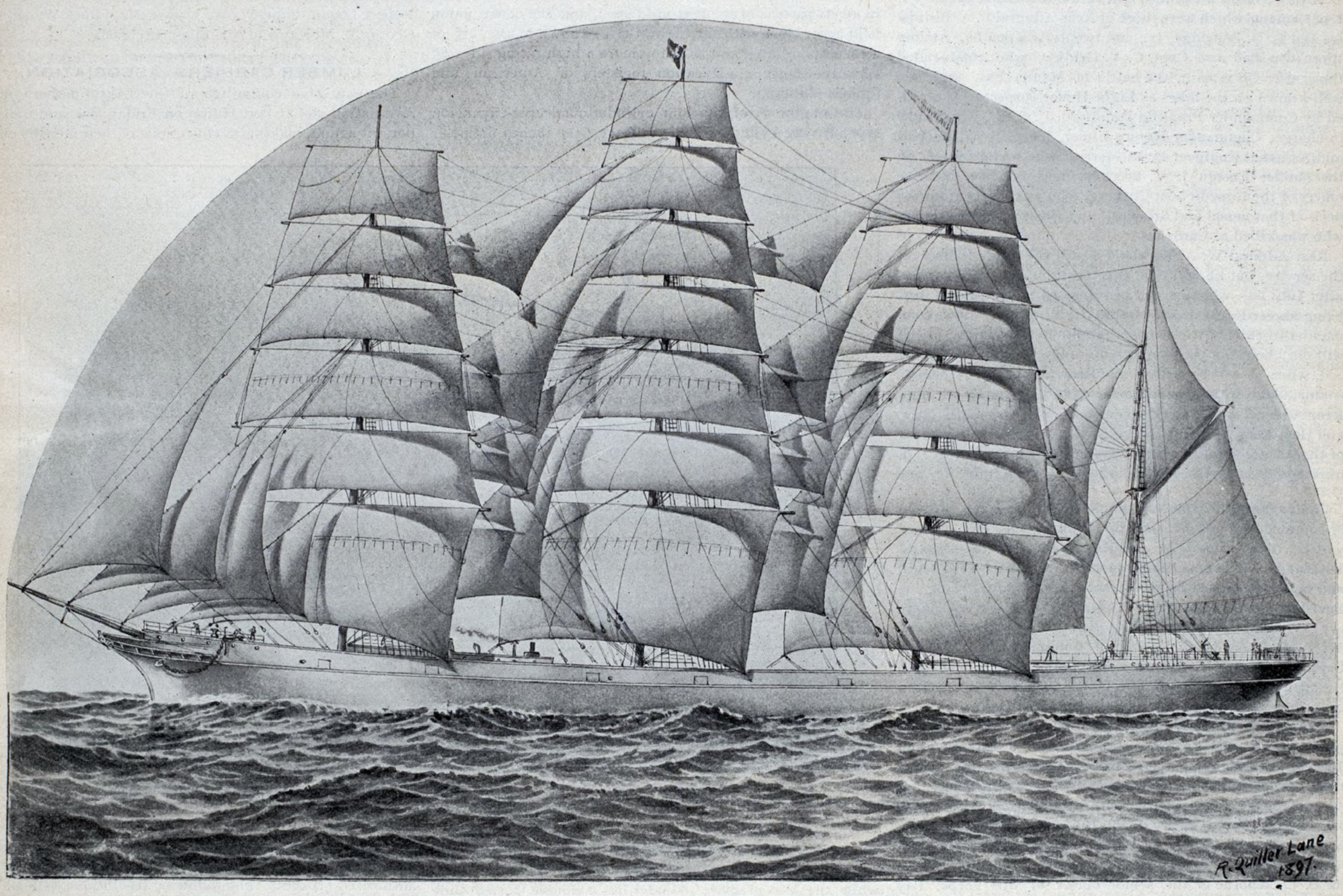
The Cleveland Ship Building Co. have a big repair job on hand at their Lorain shipyards in putting the Minnesota liner Marina in as good condition as she was previous to her recent stranding on Raspberry Island, Lake Superior. She had to jettison several hundred tons of cargo, will have several weeks' detention and a repair bill of about $40,000. Such a straight, wholesome claim is a good advertisement for those who underwrite lake risks; there need be no swelled bills or inflated vouchers, liberal equipment in giving new for old and extra outfits, neither need there be several large survey fees and inspection expenses. Dry docking, detention, labor and material are all plain, regular items and so the charges of even an average adjuster may probably be avoided in this instance. The jettisoning of a few hundred tons of iron ore is not much of a loss, neither is the freight on the undelivered portion of the cargo, so that the actual cost of damage repairs is the only clean-cut expenditure, but even that is a trifle of a scorcher for an ordinary lake stranding.

THE FOUR-MASTED SHIP KENILWORTH.

(The American Shipbuilder.)

One of the finest American iron ships afloat is the four-master Kenilworth, originally a British vessel, having been built by J. Reid & Co., of Port Glasgow, Scotland, in 1887, of the following dimensions: Length, 300 feet 2 inches; beam, 43 feet 1 inch; depth, 24 feet 2 inches. Her net register tonnage is 2,178.66 tons. She was so badly damaged by fire in San Francisco that the insurance companies paid a total loss on her. She was bought by Arthur Sewall & Co., of Bath, Me., repaired and given an American register.

The lower masts and top-masts of this ship are of steel and are made in one length from the step to the cap of the topmast. The three lower yards on each mast, and the bowsprit are also of steel; while the topgallant and royal yards, and their masts are of wood. The lower yards are each 88 feet square, while the truck at the top of the mainmast is 155 feet from the deck, she spreads between 11,000 and 12,000 yards of canvas. Total crew, 35 hands all told.



Iron Ship Kenilworth,

Owned by Arthur Sewall & Co., Bath, Maine. A type of the modern sailing ship as used in the oversea trade.
(By the courtesy of the American Shipbuilder, New York.)

VERY IMPROBABLE.

A dispatch from Duluth to the Minneapolis Journal says: "It is reported that an association of lake vesselmen is to be formed with the object of pressing on Congress the adoption of acts for the rehabilitation of the American marine and creating a demand for American ships in foreign service. There are at this time probably 200,000 tons of lake shipping useless and unprofitable, on account of the low rates caused by the advent of the big ships. There is a demand on the ocean for more vessels than can be had. If the American ship interests were able to carry American freight across the Atlantic, a score or more of lake ships would probably be cut in two and taken down the St. Lawrence canals, changing them from profitless lake vessels to money-making coasters or foreign traders. Local vesselmen do not appear to know that the movement is under way, but this is probably because they are not interested, the vessels owned locally being of the large and profitable classes, while lower lake ports are full of vessels that cannot be operated under present conditions. While the lakes have a surplus of ships there are not enough of American register on the oceans to accommodate the government's demands for troop transports, and American registers have been given to probably 100,000 tons of foreign-built vessels for work that might have been done by lake vessels, were the navigation laws as they should be."

VIDAL SHOAL.

James Ripley, superintendent of St. Mary's Falls canal, makes the following announcement: "The portion south of the center line of the proposed 1,000-foot channel, through and past Vidal Shoal, St. Mary's river, has been opened to navigation. The present channel has 300 feet width and 20 feet available depth of water. Toward the close of the season the portion north of the center line will be opened, with a width of 500 feet and a depth of 21 feet, when the southern portion will be closed and finally completed, giving a channel 1,000 feet wide with a depth of 21 feet. The part of the channel subject to use will be temporarily marked by float lights and spar buoys, and will be changed as necessity arises, being buoyed and lighted accordingly.

C. W. MILBRATH, one of the Milwaukee men interested in the enterprise, says that work on the Pewabic wreck will go on, in spite of the drowning of Campell and Olsen. It had been reported that on account of the accident the diving cylinder would not be used any more. Mr. Milbrath says that it will be repaired at once and the work of raising the Pewabic's cargo will proceed. The cylinder was not much damaged.

ON May 31 there was a long discussion in the Dominion House of Commons of the scheme to construct a ship canal from the Ottawa river to Georgian Bay. The Premier questioned if there was evidence to the correctness of the estimated cost of $17,000,000 and as to the probability of it being a commercial success. If the government was satisfied that the conditions could be fulfilled, the request for a government guarantee of interest on $17,000,000 at 2% was a moderate request.

UNITED STATES NAVY.

The Navy Register being prepared under the direction of Capt. A. S. Crowninshield, Chief of the Bureau of Navigation, U. S. N., announces that the active list of the navy has a grand total of 1,775 officers, of whom 781 are line officers, including 65 cadets at sea; 161 medical officers, 111 pay officers, 209 engineers, including 21 cadets at sea; 24 chaplains, 11 professors, 37 constructors, 15 civil engineers, 190 warrant officers, sailmakers and mates and 216 cadets at the Naval Academy, about half of whom are temporarily at sea.

Six hundred and ninety-three officers have been appointed for duty during the war, of whom 348 are serving in the line, 48 in the Medical Corps, 38 in the Pay Corps, 225 in the Engineer Corps, and 34 in other grades. There are 182 officers of the retired list employed on active duty. Twenty-four second lieutenants have been added to the Marine Corps for service during the war.

There have been twenty-eight retirements since January 1, 1898, among which were those of Rear-Admiral L. A. Beardslee and L. O. Selfridge, Jr., and twenty-two deaths. Among those who died were Capt. C. V. Gridley, who commanded the cruiser Olympia in the battle of Manila Bay, and was well known on the lakes as Light-House Inspector, succeeded by Commander Franklin Handford, U. S. N., who is now in charge; Commander Horace Elmer, Lieut. F. W. Jenkins and Assistant Engineer D. R. Merritt, who was drowned on the Maine; Ensign J. C. Breckenridge, Jr., late excutive officer of the torpedo boat Cushing, who was swept from the deck of that vessel and drowned, and Ensign Worth Bagley, who was killed at Cardenas.

Rear-Admiral W. A. Kirkland is still the senior officer of the service, but he will hold this position only three days after July 1st, when he will be relegated to the retired list, being succeeded by Rear-Admiral J. N. Miller, now commander-in-chief of the Pacific Station, Rear-Admiral Miller will only hold the position of senior officer until November 22d, when he will be retired, and Rear-Admiral F. N. Bunce, commandant of the Brooklyn navy yard, will succeed him. Rear-Admiral Bunce's retirement takes place a month later, and then Rear-Admiral George Dewey, commander-in-chief of the Asiatic squadron, will assume the coveted office of ranking officer of the service, which he will hold for one year.

Commodore F. V. McNair is the senior officer on the list of commodores, and he will be promoted to the vacancy which will be caused by the retirement of Rear-Admiral Kirkland. He is now chairman of the Light-House Board and narrowly missed being the hero of Manila by being relieved from the command of the Asiatic squadron last January by Admiral Dewey. His promotion will advance Capt. W. T. Sampson to the grade of Commodore. Although Capt. Sampson now ranks as a Rear-Admiral by reason of a gunboat commission given him by the President, he receives only the pay of a captain, which is his actual rank.

Commander F. W. Dickins is the ranking officer of his grade, and he will receive his promotion to a captaincy on July 3d. Lieut-Commander Charles Allibone is the senior officer of his grade; at present detailed as Light-House Inspector for the Ninth District with headquarters at Chicago, Ill. Lieut. Clayton S. Richman, that of the grade which he holds; Lieut. F. K. Hill, that of lieutenant junior grade, and Ensign Richard H. Jackson, that of ensign. Medical Director C. J. Cleborne is the senior officer of this corps; Pay Director C. H. Eldredge is at the head of the Pay Corps, and Chief Engineer Philip Inch holds a like position in the Engineer Corps.

Two hundred and ten naval vessels are in commission, according to the new register. One hundred and fourteen of these ships are auxiliary to the navy. Of the regular men-of-war, eleven vessels belong to the first class; eighteen to the second class, forty-three to the third class, six to the fourth class, twelve are tugs, six sailing vessels, five receiving ships and twelve are unserviceable.

There are thirty five torpedo boats building and authorized, and thirty-three vessels of all rates other than torpedo boats are under construction or authorized, The ships of the auxiliary navy include thirty-six cruisers and yachts, thirty-two steamers and colliers, twenty-five tugs, fifteen revenue cutters, four light-house tenders and two fish commission vessels.

RECEIPTS AND SHIPMENTS OF IRON ORE AND COAL.

Receipts of iron ore and shipments of coal in the district of Cuyahoga for the month of May were as follows: Ore receipts, Cleveland, 359,184 gross tons; Ashtabula, 310,259; Conneaut, 161,701; Fairport, 99,019; Lorain, 58,561; total 988,924 gross tons; coal shipments, Cleveland, 189,174 net tons; Ashtabula, 53,909; Conneaut, 4,835; Fairport, 11,453; Lorain, 5,927: total, 265,298 net tons. As usual, the coal shipments are not accurate and the figures given above must only be regarded as approximate.

LAUNCH OF THE STEEL STEAMER HENDRICK S. HOLDEN.

The large steel steamer Hendrick S. Holden was successfully launched from the yards of the Globe Iron Works Co., Cleveland, on Saturday June 25, and was christened by Miss Mary Stewart.

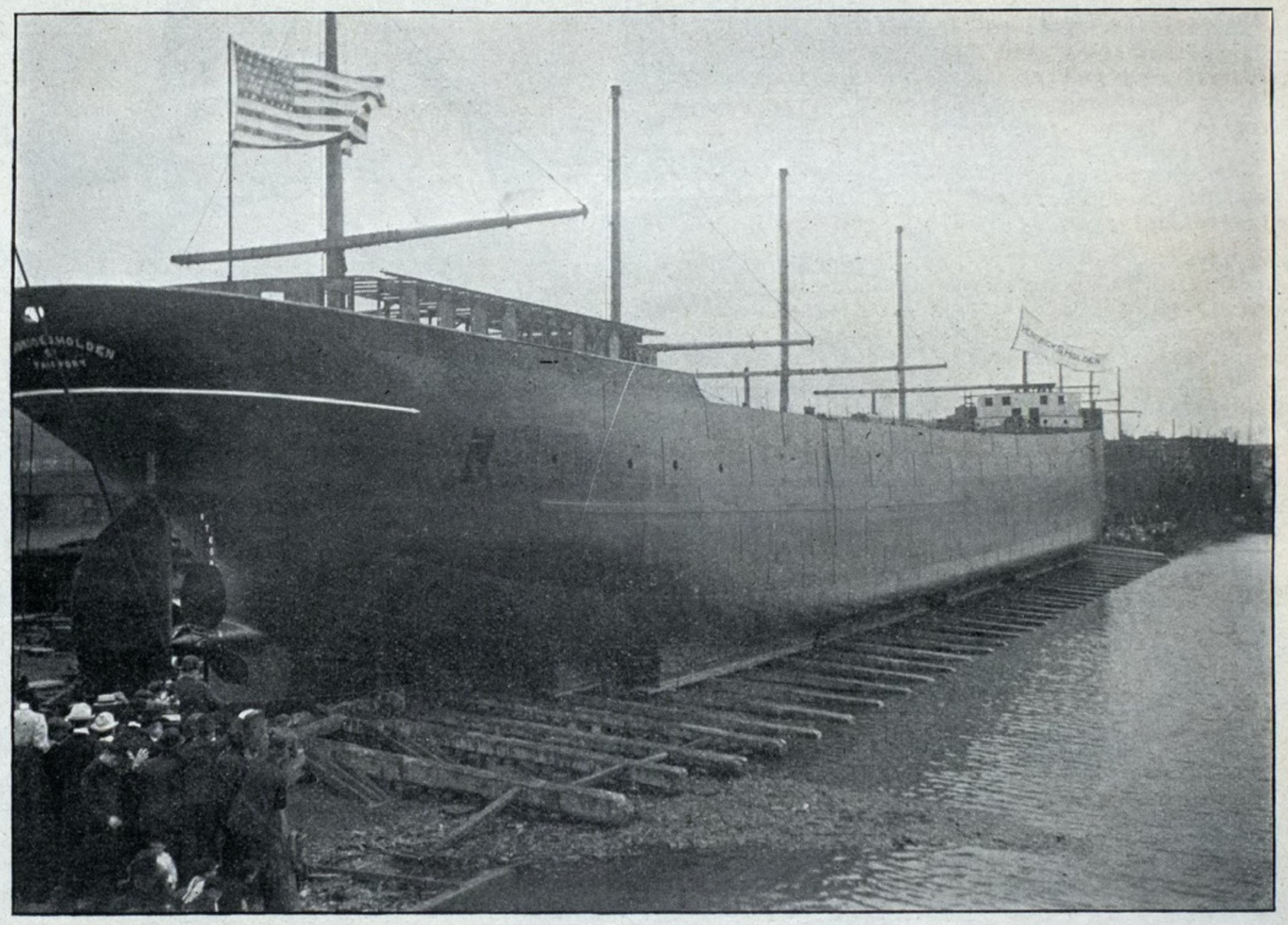
The general dimensions and particulars of the Holden are as follows: 430 feet over all, 410 feet keel, 50 feet beam and 28 feet deep. She will be in all respects equal to the best cargo carrying steamer on the lakes. Her two pole spars are of steel. She has twelve cargo hatches spaced twenty-four feet centers, and all forward of the coal bunkers. The hull in all its parts is of the best mild steel, and the construction is in accordance with the highest class known in the art of steel shipbuilding, and so as to secure a high rating in universally known classification registers of American and foreign shipping.

The engine is of the four cylinder quadruple-expansion type, having cylinders 20¼, 30¼, 44, 63½ inches diameter by 42 inches stroke. The valves on the high pressure and second intermediate pressure cylinder are of the piston type, while the low pressure cylinder has a double ported slide valve. The first and second intermediate valves have counter-balance cylinders, while the low pressure valve is operated by a Joy patent assistant cylinder, which is so designed as to take the stress off the valve gear as completely as possible. Each of the cylinders is a separate casting and the steam passages are formed by pipes internally to the cylinders. In the connection between the high pressure and the first intermediate is placed a reheater, into which live steam will be introduced for the purpose of restoring part of the heat lost by condensation in passing through the high pressure cylinder. This heater consists of a wrought iron shell containing a large number of seamless drawn brass tubes.

Steam will be supplied by three Scotch type boilers at 230 pounds per square inch working pressure, the battery being fitted with the Ellis & Eaves system of induced draught. Boilers are 12 feet diameter by 10 feet 6 inches long over heads, each containing three corrugated furnaces 36 inches inside diameter. The Holden will carry about 5,500 tons on the regular mean lake draft at the shoalest places. She will be ready for business August 1, and will sail under the command of Capt. C. B. Galton, with that veteran and well known skilled engineer W. F. Sauber, to take charge of her machinery.

The Hendrick S. Holden was built to the order of the Etna Steamship Co., Cleveland, Capt. John Mitchell, managing owner.

Among the most prominent people who were present at the launch were Miss Mary Stewart, of Syracuse, N. Y., who in a composed and elegant manner performed the christening ceremony. Mr. Hendrick S. Holden, Mrs. E. F. Holden, Mr. and Mrs. Willis, A. Holden, Miss Luella Stewart, Miss Charlotte Holden, Miss Elloise Holden, Miss Marion Wilson and Mr. Charles Warner, of Syracuse; Mr. Charles Babcock, of Rochester; Mr. and Mrs. W. H. Gratwick, jr., Miss Mildred Gratwick, Mr. White, Capt. and Mrs. J. J. H. Brown, who is a part owner of the steamer, and Mrs. Philip Case, of Buffalo; Mr. and Mrs. S. C. Schenck, of Toledo, Capt. and Mrs. John Mitchell, Capt. and Mrs. Alfred Mitchell, Mr. and Mrs. John F. Wedow, Mr. A. C. Saunders, Mr. Robert Wallace, Mr. J. C. Wallace, Mr. Robert Logan, Capt. W. W. Brown, Mr. James Walsh, Capt. George P. McKay and Mr. Silas Hitchcock.



Steel steamer Hendrick S. Holden, at the Globe Iron Works Co's. yard previous to launching.
(From photo by F. N. Cleland.)

LUMBER CARRIERS' ASSOCIATION.

The executive committee of the Lake Lumber Carriers' Association met at Port Huron on Friday last, and took important action, making modifications of their rates by cutting off some extra charges that were first insisted upon, and also abolishing the requirement of accepting charters only from authorized brokers. The following resolutions were adopted and went into effect at once:

"Resolved, that in view of the present stagnant condition of business, and especially of the lake carrying traffic, we deem it advisable to make certain changes in the tariff rates heretofore adopted by the association; and

"Resolved, that the following changes be made in the rates heretofore promulgated, such changes to continue in force until further action by the executive committee of the association. On lumber shipped from Lake Superior to Chicago the extra 12½c. over and above Tonawanda rate is abolished, making the rate on lumber shipments from Lake Superior and Lake Huron ports to Chicago and Tonawanda alike. The freight rate on hemlock and basswood and on all piece stuff not above 6x6, and on 4-inch strips and shorts to be the same as the rate on white pine and Norway board."

A further resolution was adopted abolishing the requirement of making charters only through brokers or agents approved by the association, and the secretary was instructed to notify all members that they would hereafter be permitted to make charters with any shipper or broker agreeing to pay the association rates. New cards containing the modifications in rates will be issued at once.

THE death of Capt. Barney Kearney, an old-time sailor and tugman, is announced from Oswego.

MR. LEITER'S FLIER IN WHEAT.

Joseph Leiter's experience seems something like that of the king of France, who, having marched his cohorts up the hill, marched them straightway down again. It recalls that of the Nantucket whaling captain who came back after a three years' cruise "with nary bar'l of oil, but had a durn fine sail." Mr. Leiter has excelled the king of France in that he has not climbed his hill for nothing, but has taken the advantage of the laws of gravitation and slid down considerably beyond the point where he started to climb up, and he has the advantage of the Nantucket Yankee in having compressed his experience into one year instead of three. It will be said now, that after all, the earlier Joseph was a more sagacious grain operator than his namesake, but that is not altogether fair, for Jacob's son had certain foreknowledge of a seven-year famine, whereas our son of Levi had to get in and out again within fourteen months. What matter to him if he has not succeeded in doing it profitably. Inasmuch as he had no visible motive for playing with grain except to enlarge his mind and add to his knowledge of human concerns, rather than condole with him over his losses we should congratulate him that his business experiences promise to be rounded out and completed. To have toiled for months, and taken great risks, and thought hard, and only learned at last how it feels to win would not have really paid him. It is not in human nature to be content with winning alone. An experience of loss seems essential to wisdom and to contentment. As matters stand now, Joseph Leiter seems to have had both experiences, and had them both in satisfying measure. Whether his losses were due to his unwillingness to take the paternal advice, or to lack of appreciation of when it was time to stop, or to events which could not be foreseen or prevented is matter for discussion among interested experts. What appears on the surface is that he seems to have proved constant in adversity and that his rivals and brother strategists speak kindly of him.—Harper's Weekly.

LAUNCH OF THE TORONTO.

There was successfully launched on Tuesday, June 21st, from the yards of the Bertram Engine Works Co., Toronto, the side-wheel steamer Toronto, built to the order of the Richelieu & Ontario Navigation Co.

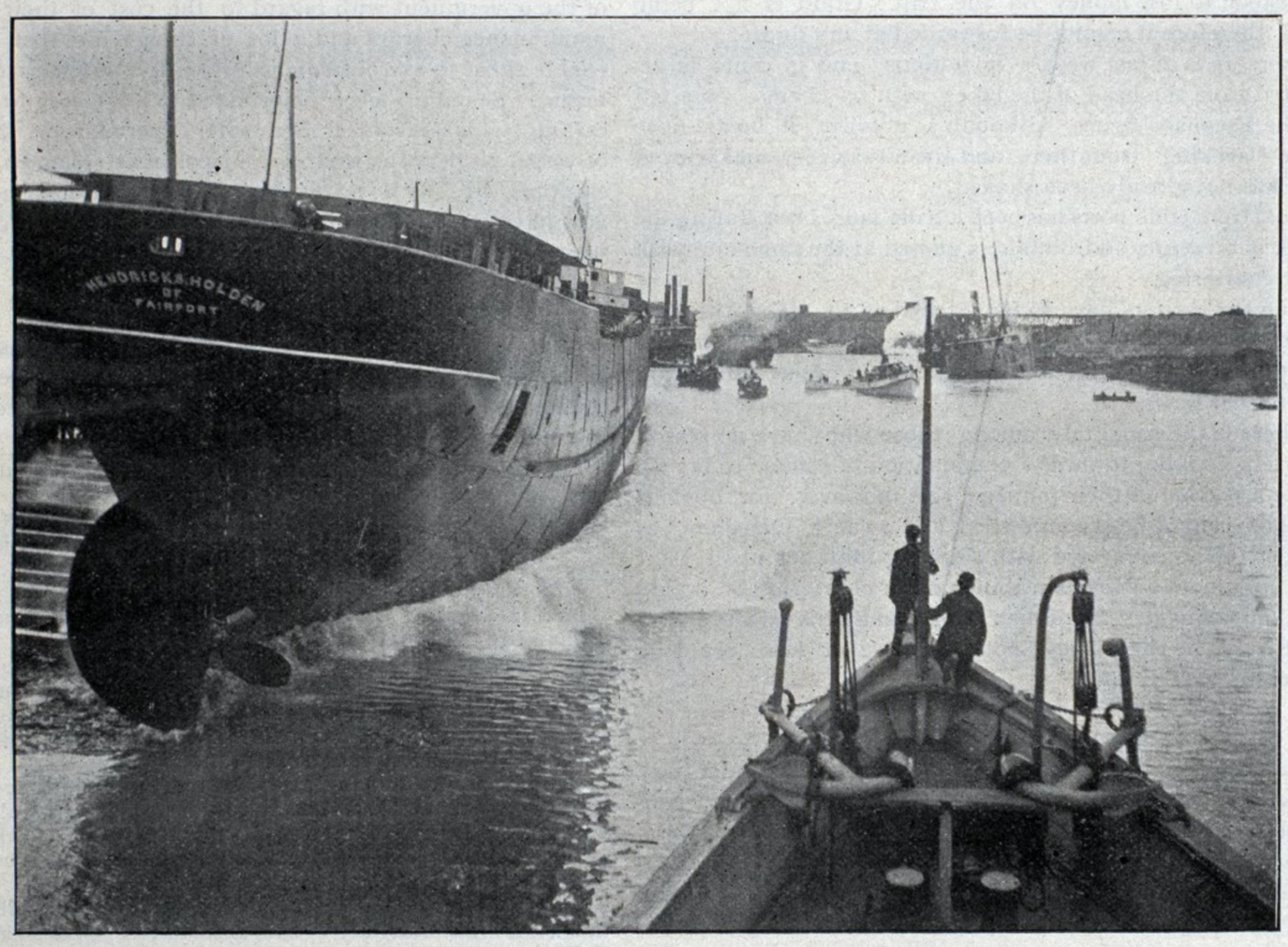
The Toronto is constructed of open hearth steel and her dimensions are as follows: Length over all, 278 feet; length keel, 270 feet; beam, moulded, 36 feet; beam, over guards, 62 feet; depth, moulded, 14 feet. The engines are of the triple-expansion, inclined jet-condensing type, diameter of cylinders, 28, 44, 74 by 72 inches stroke. The feathering paddle wheels are 22 feet outside diameter and 10 feet 3 inches face of bucket. The pumps are attached to and worked from the main engine.

The boilers are four in number, of the return tubular type, 11 feet in diameter and 11 feet 6 inches long, designed for a working pressure of 175 pounds.

The interior fittings of the Toronto will be of the most expensive and elaborate nature. There are to be 140 state rooms, including four parlor rooms, and a large Pullman sleeping cabin, furnishing sleeping accomodations for 430 passengers. The dining room is to be placed on an upper deck, and will have a seating capacity for over 100 persons.

The interior finish and decorations of spacious halls and deck saloons will be most elaborately executed, the main gallery saloons being finished in Francis I. Renaissance, with the dining rooms in Louis XVI. The entrance hall is decorated in Neo-Grec, with modern Renaissance details, with the smoking room in Oriental treatment. The refreshment and writing rooms will be in Elizabeth paneling of prima verba, natural wood finish. The main staircases are in Honduras mahogany, with wrought metal balustrades in hammered leaf work and finished antique bronze, the main newels carrying bronze figures supporting electric torches.

All the rooms and apartments particularly subject to heat are to be provided with a system of artificial ventilation, and a 700-light electric light plant, with ornamental electroliers in the cabins, furnishes light throughout the steamer. Estimated total cost $275,000.



Launching the Hendrick S. Holden, from the yards of the Globe Iron Works Co., Cleveland, June 25th. Christened by Miss Mary Stewart.
(From photo by F. N. Cleland.)

FINE REMITTED.

Assistant Secretary of the Treasury Spaulding reduced the fine of $500 recently imposed on the steamer H. Houghton, of Detroit, to $50. This fine was imposed because the vessel left port one day after the expiration of inspection papers. It was shown that the violation of law was an oversight on the part of the master of the vessel, and a promise was made that there would be no repetition of the offense at any time in the future.

NEW DEPUTY COLLECTOR AT DULUTH.

A dispatch from Washington announces that Francis J. Rinnert has been appointed by the Secretary of the Treasury as a deputy collector and inspector of customs in the Duluth district at a salary of $75 per month.

THE Institute of American Marine Underwriters, which has been in process of organization in New York for several weeks, has elected the following officers: Mr. Chas. Platt, Insurance Company of North America, Philadelphia, President; Mr. L. A. Wight, British and Foreign Marine Insurance Co., New York, Secretary; and Mr. A. J. Macdonald, Thames & Mersey Co., New York, Treasurer. The difference between the stock and mutual underwriters have not as yet been settled, but the organization is accomplished on business lines.

CLEVELAND HARBOR.

Again has Colonel Jared A. Smith, Corps of Engineers, U. S. A., in charge of the conservancy and improvement of rivers and harbors within the district, pointed out the worse than folly of dumping material inside the harbor limits.

At present the city contractors doing the dredging in the river and all private contractors who have occasion to dump mud into the lake are depositing it in the vicinity of a buoy anchored about a mile off the foot of Case avenue. Before that location was fixed as the official dumping ground mud was discharged off the foot of Erie and Muirson streets. At the latter location the shoal created has only eleven feet of water on it. Off the foot of Case avenue the water is now but twenty-two feet in depth, whereas it was over thirty feet before mud was thrown into the lake. Off the foot of Erie street there was a depth of from twenty-four to thirty feet before the lake was filled up.

"The plans for the proposed harbor at Cleveland were adopted about ten years ago," said Col. Smith, "and yet for five years after they were adopted the dumping of mud into the lake within the the lines of the harbor was continued. At that time mud was being dumped off the foot of Erie and Muirson streets. The shoal formed extends out into the lake past the line of the extension of the east breakwater. It will cost the government $10,000 to dredge out a channel wide enough to place the foundation which Mr. Donnnelly recently commenced. I do not propose to put the foundation on top of a lot of soft mud.

"The cost of moving the mud which has been dumped inside the breakwater off Erie street will reach hundreds of thousands of dollars. It will be more expensive for the Government to dredge it out than it was to dredge it from the river in the first place, and dump it in the lake. Off Case avenue a similar condition of affairs will ensue if mud is dumped there any more. There is but twenty-two feet of water on the dumping ground now, and that is too shallow. A large vessel would strike bottom there in a heavy seaway.

"Several years ago," he continued, "the city permitted the dumping of mud and refuse into the lake along the shore inside the breakwater. This was finally stopped after I requested the district attorney to stop it by injunction if it was not discontinued. This finally brought the city authorities to time.

"I have heard that mud is often dumped inside the breakwater or too close to shore now," said Col. Smith, "by contractors, men who do not care what damage they do, if they can escape a little work. I believe a good many scow loads of mud are dumped into the lake where they should not be, if the weather is a little foggy, or if it is too dark for the detection of the act.

"I think I shall have to take a hand in the matter," concluded Col. Smith. "The city should prohibit dumping mud into the lake after water is shoaled to twenty-five feet, and oblige contractors to dump somewhere else. It is no use trying to make a harbor in Cleveland if the entrance is to be filled up with mud, and more shoals created for the government to remove."

TO SUSPEND LAWS WHICH CONFINE COASTWISE TRADE TO AMERICAN BOTTOMS.

June 23, 1898.—Laid on the table and ordered to be printed.

Mr. Low, from the committee on the Merchant Marine and Fisheries, submitted the following:

ADVERSE REPORT.

[To accompany H. R. 10164.]

The committee on the Merchant Marine and Fisheries, to whom was referred House bill 10164, submit the following report:

This bill calls for the suspension of laws which confine coastwise trade to American bottoms. Protection against foreign bottoms in competing for our coastwise trade has always been an unchangeable policy of this government. Had it not been for this immunity from foreign competition our merchant marine would have been driven from the ocean years ago. The exigencies of the present war with Spain do not warrant the abrogation of our present coastwise laws.

There has been nothing in the progress of the war with Spain to demand the passage of this bill. Admiral Dewey has annihilated the Spanish fleet in the Pacific; Admiral Sampson and Commodore Schley have the Spanish West India fleet securely sealed up in the harbor of Santiago de Cuba.

The coastwise commerce of the United States is as safe today as in time of peace, which is evidenced by the fact that the steamship companies are running their lines without interruption, except such lines as have sold or chartered their steamers to the government. The effect of this bill, if enacted, would be to create fear and distrust, followed by the loss of business in our coastwise commerce.

The committee therefore recommend that the bill do not pass.

WITH the issue of June 25 the New York Forest and Stream completed its fiftieth volume. To mark the event in a becoming manner, the issue was a special souvenir number, enlarged in size, handsomely illustrated and containing in each department many striking features. The Forest and Stream is the oldest established journal of shooting and fishing in this country, and during its twenty-five years of publication has exerted an important and abiding influence in the promotion of rational sport with rod and gun.

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CLEVELAND, O., JUNE 30, 1898.

COMMANDER FRANKLIN HANFORD, U. S. N., who succeeded the late Capt. Gridley as Inspector of the Tenth Light-House District, is now getting some of the famous gas buoys in place in his district. One of these excellent aids to navigation will be placed at the mouth of Sandusky harbor, another at Gull Island shoal, between Kelley's and Middle Island, and a third on Niagara shoal. It has been rather a wonder among some masters and owners why the gas buoys at present on the lakes had not been put in place at an earlier date but there is some hope now that all possible aids will soon be in full working order.

IT is to be deplored that so large and important a shipbuilding firm as that of the late F. W. Wheeler & Co., W. Bay City, have been compelled, through financial straits to go out of business. There can be no doubt but that Mr. Wheeler individually acted in an energetic, skillful and business-like manner all through a very trying period, but, like a man with a leaky ship under his feet, it must have been difficult to keep afloat under ordinary circumstances, and when extraordinary conditions set in, to succumb was inevitable, a sharp clip severing each and every alternative. More uneven spots and worse financial straits have been overcome, and, whether on the lakes again or elsewhere, it is to be hoped that Mr. Wheeler will rise superior to his present surroundings and again mount the ladder of financial success through the merits of business prosperity.

AN ignorant writer sent an article the rounds of the lake press this week, wherein he started off by saying that "ships do not go into the hands of receivers," and after a little more such gush, especially that vessels ought to be laid up under the present condition of the freight market, advised, or rather told vessel owners that it was time to quit. This shore going idea of placing floating property in the hands of receivers could only have emanated from the mind of a lubberly quill driver as ignorant of handling vessel property as he is of the methods of raising money to meet a ship's bills. When an established vessel owning firm can't make their property pay, there is no longshore bookkeeper, accountant or figure juggler can step in as a receiver and do it. Receivers may be all right for a dry goods or grocery business, and the court might appoint a Mr. John Doe or Richard Roe, an expert in that line of trade, to liquidate the concern, gather up the fragments as it were, or in the event of extraordinary business aptitude being applied, pay off all creditors in full and place the store once again (if ever it was) on a paying basis, otherwise, lug the stock and chattels to a public place and let the sheriff knock it down to a bidder. No! it is quite right that ships do not go into the hands of receivers, but who said or imagined they did? What was the cause or reason for such a remark, whose wits went wool gathering thinking about putting receivers on vessels, perhaps something in the nature of a supercargo was meant whose duty it would be to see that the dust didn't blow into the hawse-pipes when tied up at a coal dock or grain elevator. If a vessel was earning freight a receiver might make a first class "Jimmy Ducks" in any case he would be a supernumerary, a good deal like the fifth wheel to a coach or a third mate of a tripe shop. So ships don't go into the hands of receivers! strange, but as a rule, true, if not new. Now let the ink spiller and space filler find out where they do go and in what sort of a jumble eye men who own and handle floating property are anyway, or in a sentence, "Where are they at?" Guess something about a plaster on the main mast, United States marshal, and admiralty courts.

LAKE FREIGHTS.

No change for the better can be reported in the condition of the lake freight market from that of last week, in fact the situation has simmered down to accepting the inevitable, which is about the same thing as saying that boats are accepting most anything, or figure offered to them, and consequently the change, if any, is for the worse. Grain rates are claimed by shippers at Chicago, to be off at 5/8 cent on corn to Buffalo. It is certain 11/16 cent has been accepted, and the probability is that 5/8 cent has been taken this week and charters not reported.

The Canadian steamer Algonquin had to accept 1½ cents on corn to Kingston rather than lay up in Chicago, though she stood to lose money on the trip. Grain is not being sold, therefore it cannot be forwarded at any figure.

Iron ore is at last week's quotations, and 45 cents is accepted from the head of the lakes, with no change reported in the Escanaba figure, although a number of boats have been "seeking" from there, and the rate is very shaky, even if it has not already been shaded.

Coal from Ohio ports has been a trifle more brisk during the week at 20 cents, and Buffalo is quoted at the same rate with dull chartering.

Lumber carriers have so far receded as to make the rate from the head of Lake Superior the same to Tonawanda or South Chicago, the differential amounting to one shilling on the former tariff.

There is the usual talk among those who have no season charters, looking towards a combination of owners to lay up all or a portion of their tonnage, this however, for obvious reasons, cannot be accomplished, and owners, managers, as well as others connected with shipping must act upon their own judgment and responsibility when chartering or laying up their tonnage. Each man must handle his own property in the way he thinks best, nothing more or less would be generally agreed upon.

DULUTH HARBOR PIERS.

On Lake Superior improvements are now under way which will cost the government about $3,000,000, and considerable more work is being planned for the near future. One of the most important of these new works is the reconstruction of the entrance piers for the harbor of Duluth. The present piers are timber cribs built 25 years ago. These will be replaced by monolithic blocks of concrete. The work was begun early in the present month, and it is estimated that five years' time and $600,000 cost will be required to complete it. The piers will protect the new channel, which is 300 feet wide and 1,700 feet long, with a depth of 25 feet. The timber foundation for the new piers will consist of piles sawed off 22 feet below low water, on which will be placed timber cribs of 12x12 inch timbers, bulkheaded at intervals of 4 feet with 12x12 inch timbers and filled with granite riprap. The timber crib will be 24 feet wide and 21 feet high. On this, concrete blocks will be placed, rising to 2 feet above water, and surmounting these will be the monolithic structure, 20 feet wide at the base, 18 feet wide at the top, 11 feet high for most of its length and 19 feet high at exposed points.

Very little work has been done outside the canal on the new south pier since the launching of the protection pier a couple of weeks ago, but active operations are to be begun very soon. The next work to be done is to lay the foundation for the cribs which are to be sunk. A trench will be dredged to a uniform depth of about 21 or 22 feet, and piles will be driven and cut off about 21 feet below the water level. On these the crib will rest. Some of the dredging has been done, but none of the piles have been driven. A scaffolding must be built just north of where the pier is to be located, and from this the the ranges for the piles will be given. This scaffolding will be made in the form of a light dock. A row of piles will be driven running out into the lake and a walk laid on them.

The piles which are to be driven must be about 43 or 45 feet in length, owing to the deep water and the depth to which they are to be driven. After they are cut off there will be a good sized pile left, as about 23 or 24 feet will be taken from each one, a fairly good salvage. On this foundation of piles the cribs which form the pier will rest. They are now being built by King & Steele, the contractors, at the Northern Pacific dock on Rice's Point.

UNPATRIOTIC SHIP OWNERS.

The owners of coastwise steamers in New York, Philadelphia and Baltimore have heard some very plain talk this week on the subject of chartering their boats to the government for use as transports. The talking was done by Col. Frank J. Hecker, of Detroit.

Major Morrison, of the Judge Advocate General's office, advised Col. Hecker as to the law of impressment. Secretary Alger told him to advise the ship owners that the government must have boats; that it preferred to make satisfactory agreements, but that if it could not, they would be impressed. Hecker advised them to get together, make arrangements for the coastwise business and prepare to charter to the government all the boats that can possibly be spared.

It appears that in the negotiations heretofore conducted by the quartermaster's department, the coast ship owners produced a lot of figures and hypnotized the representatives of the government with regard to the cost of their vessels, maintenance charges and a lot of things like that, so as to enable them to ask outrageous prices for purchase or chartering. Secretary Alger determined to put a stop to that by calling to his assistance men with experience in the value of vessel property as well as transportation charges, freight earnings, etc., with the result that the War Department may now have all the available transports at fair rates of compensation for their use.

RESOLUTIONS OF CONDOLENCE.

At a meeting of the Detroit vessel owners held last week in the offices of Messrs. Parker & Millen, Capt. Eber Ward in the chair, the following resolutions of condolence on the death of Capt. Jones were adopted:

For nearly three-quarters of a century Captain James Monroe Jones buffeted the varying tides of life. Full of courage, resolute, aggressive, he met the breakers with a steady purpose and stout heart, and if overwhelmed by them rose by his indomitable will to overcome them and to resume the unequal struggle.

His last heroic engagement with the perils that beset human life culminated June 20, 1898, at his home in this city, when he reluctantly yielded up his spirit to the God of waters and the maker of mankind. His going was as peaceful as the shades of evening assemble. He had fought the stern, unrelaxing fight; finished his course, and his spirit is now in the haven of eternal calm.

Captain Jones was a large-hearted, noble-minded man. In business he adhered strictly to the golden rule, although distressing reverses rewarded his fidelity to that time-tried maxim. In social life he was affable, benign, and companionable.

Of his worldly goods he gave to the poor liberally. He was kind and indulgent to the unfortunate; generous to the luckless improvident. In his heart was no guile. He loved his neighbors, his family, and his fellowmen.

In their hour of sorrow the bereaved family may find solacing comfort in the reflection that those who knew the dead man in life respected him for his integrity, honesty, and manliness. He was a man in all the vital attributes of manhood.

His death removes from membership in the lake vessel owners aud builders' fraternity one whose enterprise contributed greatly to the upbuilding of our inland merchant marine.

The city loses an upright citizen, who, by his cheerful obedience to the laws and the canons of right living, ornamented the title of citizenship and invited by his example the emulation of the young.

A MARINE MATRIMONIAL AGENCY.

The offices of the whaleback steamer Christopher Columbus, at Chicago have been converted into a matrimonial agency, by the announcement that the company would pay $25 in gold, and give other inducements to couples married aboard the whaleback on the Milwaukee run. Over 200 letters have been received from young men who want to be married aboard ship and also receive $25. Some young women have written, asking the company to get them husbands for the ceremony. Thus far candidates for nautical matrimony have shown an alarming disposition to select the same days and the life of Passenger Agent Whiteslar is made miserable in getting the days arranged to fill out the season, and he contemplates enlisting the services of a few well disposed matrons, so as to in a measure straighten out the inextricable tangle into which he has been forced.

GRAIN ELEVATOR CHARGES REDUCED.

The Buffalo steel elevator has decreased the cost of handling wheat ¾ cent per bushel, according to J. J. Hill. It cost less in actual handling and insurance is much less, being one per cent. for five years as against two per cent. on old wooden elevators. The Hill elevator will revolutionize the business, and all the great elevators of the future will be constructed of steel. Since the construction of Hill's elevator transfer rates have been materially reduced. Elevators are transferring grain for ⅛ of a cent, and it has been reported that some Buffalo houses have offered to transfer grain for the rest of the season at that rate. To this elevator the destruction of the Buffalo elevator pool is ascribed. The pool held power for many years, but it is believed now that it will never be revived.

HEAVY DREDGING OPERATIONS.

Eleven dredges are now engaged on the continuous contract work in progress on the Duluth-Superior harbor. The two firms interested in the work are now putting out an average of 30,000 cubic yards of material every week.

DETROIT MARINE POST OFFICE.

LETTERS REMAINING ADVERTISED IN DETROIT, MICH., POST-OFFICE JULY 1, 1898.

To get any of these letters, addressees or their authorized agents will apply at the general delivery window or write to the postmaster at Detroit, calling for "advertised" matter, giving the date of this list and paying one cent.

Advertised matter is previously held one week awaiting delivery. It is held two weeks before it goes to the Dead Letter Office at Washington, D. C.

Astruldt Clarence
Abbott W. G., Str. M. Duncan
Atkinson, Chas. L., tug Swain
Broutford John
Cline Thomas
Cole W. H., 3, Str. Forest City
Davenport Albert
Dameon Walter
Flazole Henry J.
Goodrow Capt. Frank, Str. Norwalk
Hammond Jessie, Str. Norwalk
Harper A. C., Sch. Geo. Sturges
Henry Jas. E., Sch. Ashland
Hable Mary, Sch. Exile
Hertz Robert, Str. H.B. Tuttle
Jameison John A., Sch. A. P. Grover
Klyspenburg F.F., Str Hadley
Lawless Capt. James
Leitch Robert, Str. Abercorn
La Croix Noah, Str. Shepard
Malcome Jas., Str. R. Mills
Murray Joseph
Maul W. J., Str. Ed. Smith
Monroe Chas.
McEachern Chas., 3, Str. Norwalk
Peterson Anthony
Parks Geo. L.
Ramage Wm. P., Sch. Montana
Robinson Mrs. J. C., Str. Karsarge
Rathburn Capt. E.
Stevens W. H., Sch. Helvetid
Stocking Frank, Str. Sumner
Seetzen F. S.
Stralow Louis, Str. Siberia
Walter E. H.
Wray Phil
Wallace Alvin, Str. Linden

F. B. DICKERSON, P. M.

A detail of twenty-eight soldiers from Fort Brady is constantly guarding the American locks at Sault Ste. Marie, Mich.

FLOTSAM, JETSAM AND LAGAN.

Martin Peterson, of Escanaba, a deckhand on the steamer Folsom, was killed by falling into an open hatch while the steamer was entering that port on Monday.

It is said the traffic on the Welland canal this year has so far been the greatest in the history of that waterway. The immense quantity of grain going to the seaboard accounts for this.

The steamer Carmona, of the Brown Line, is being rebuilt at Collingwood, Ont. She is to be completed early in July, when she will ply between Detroit, Sarnia, Goderich and Southampton.

Worden G. Smith, of the American Wrecking and Salvagt Co., inventor of the now celebrated diving cylinder thae recently drowned two men, is at Alpena arranging to continue the work of recovering the copper cargo of the sunken Pewabic.

The Kelton Transportation Co. has sold the steamer Minnie E. Kelton to Samuel Neff & Son, of Milwaukee. The Kelton was built at Wheeler's yard five years' ago and is valued in Lloyd's at $50,000. The purchase price was said to be $40,000.

There was considerable grounding at the "Soo" during Friday night and Saturday. Three tugs took the steamer V. H. Ketchum off the bottom at the Canadian canal, the steamer Iosco was pulled off the bottom in Mud Lake, and the steamer H. D. Coffinberry was floated by lightering 200 tons of iron ore.

The Standard Oil Co.'s tank barge 81 is to leave the lakes and go to the Atlantic. Her fresh water papers have been surrendered and an ocean registry taken out. Rumor has it that she is under charter or sale to the United States government, and will be used in conveying fresh water to the naval and transport vessels in Cuban waters.

As they are being operated now, the runs of the Virginia and Christopher Columbus between Chicago and Milwaukee occupy thirty minutes more time than in previous seasons. Thus the Virginia excursionists are given about two hours time in Milwaukee, while those on the Columbus are limited to a scant hour—barely sufficient to enable them to patronize local restaurants.

R. Dunsmuir & Sons are getting out a large wooden tug at Victoria, B. C., equipped for coast and ocean towing as well as wrecking and salvage purposes. Her principal dimensions are: 132 feet long, 24 feet beam and 12.6 inches deep. She will be furnished with a Shaw & Spiegle steam towing machine as manufactured by the American Ship Windlass Co., Providence R. I., and of which a large number are doing excellent service on the lakes.

Capt. Joshua Slocum has reached Newport, R. I., after a three years' cruise around the world in a small sailing craft and sailing entirely alone. This is a feat unparalleled in the annals of seafaring, though in the sight of a great number of people it would amount to foolhardiness. On the other hand we should vote Capt. Slocumb as a physically perfect and skilled undaunted nautical wonder, whose frame contained more than a heart and a half.

Syren and Shipping, London says: An interesting light as to how some Yankees look upon the talk indulged in so widely by some people, of an Anglo-American alliance, is afforded by a recent article in Seaboard—the leading shipping paper in the United States. * * * Syren and Shipping is either mealy mouthed or wofully ignorant in terming a semi-political-agricultural New York weekly the leading shipping paper in the United States. Seaboard is culpably idiotic in taking aboard such pabulum and ought to cease its twaddle about, "representative of shipping interests."

The manufacturers of the Pintsch gas buoys know how to appreciate reliability in marine newspapers. Under the title of "Safely Thro' the Waters" they have issued an attractive pamphlet, the first page of which is headed "A Powerful marine battery" and presents photographs of the MARINE RECORD, the Maritime Register, Marine Journal, and Yachting as the very authentic sources from which the facts contained in the booklet were gleaned. The quoted articles and items are incidents of the efficiency and faithfulness under all circumstances of the Pintsch gas buoys. The story is well worth reading and may be obtained from the Safety Car Heating and Lighting Co., 160 Broadway, New York.

NOTES.

THE Gas Engine and Power Co. and Charles L. Seabury & Co., consolidated, contractors for the torpedo boat catcher No. 21, to be called the Bailey, have collected the material for the boat and are about to begin the laying of the keel. The stocks are in place and the boilers for the boat are nearing completion. The company say that they have ample time to finish the Bailey within the contract period, and that she will be at the front of her class when finished. The same company have about completed ten small boats for the revenue cutters Algonquin and Onondago, built by the Globe Iron Works Co., at Cleveland. The Geodetic and Coast Survey are having nine boats built at the yards of this company; which are also nearing completion; the largest of the boats is put together with screw bolts, so that it may be "knocked down" for shipment. They are for use on the Klondike and coast of Alaska.

THE Liverpool Journal of Commerce concludes a long article as follows: No one can begrudge the United States the really remarkable strides which she has made in recent years in developing her Chinese trade, and since it has become an axiom that the flag must inevitably follow the trade, he would be a bold speculator who would dare to deny that at no very distant date our American cousins would take steps to secure several naval bases in the Far East.

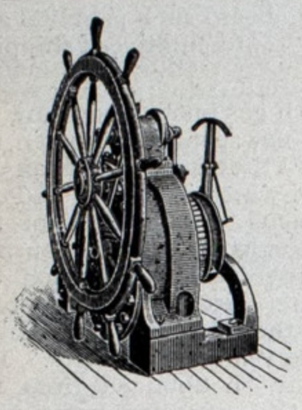
THE Milwaukee Evening Wisconsin done itself proud in its semi-centennial issue published on June 25. There are several cities with greater metropolitan aspirations who have frequently tried and as often failed, to print such an issue as that of the Evening Wisconsin, with its elaborately colored outside and twenty-four inside pages of appropriately illustrated Milwaukee commercial data and well selected news matter.

In a letter to Captain George P. McKay, Captain M. Mulholland, of the steamer Alva, owned by M. A. Bradley, states that he has discovered a shoal in the north channel at the head of St. Mary's river. He advises masters to keep Barnard's ranges open to the southward until they get as far down as Point Iroquois light, and when almost abreast of the same bound up, to open the ranges to the southward. At the point where the Alva touched the chart shows 12 to 14 fathoms of water.

ABSTRACT OF PROPOSALS FOR CONSTRUCTING A PART OF WEST PIER, REMOVING PART OF OLD WEST PIER, DREDGING AND COMPLETING EAST BREAKWATER AT CLEVELAND HARBOR, OHIO, RECEIVED AND OPENED BY COLONEL JARED A. SMITH, CORPS OF ENGINEERS, U. S. A., AT CLEVELAND, OHIO, ON THURSDAY, JUNE 23, 1898, AT 2 O'CLOCK P. M., STANDARD TIME, IN ACCORDANCE WITH ADVERTISEMENT DATED MAY 23, 1898.

ARTICLES BID FOR.	Quantities Specified.	Unit of Bid.	Proposal No. 1. D. & G. Griese, Cleveland, O.		Proposal No. 2. I. V. Hoag, Jr., Pittsburg, Pa.		Proposal No. 3. John Gill & Sons, Cleveland, O.		Proposal No. 4. Michael Rabbitt, Toledo, O.		Proposal No. 5. Carkin, Stickney & Cram., Detroit, Mich.		Proposal No. 6. Jas. B. Donnelly, Buffalo, N. Y.		Proposal No. 7. The L. P. & J. A. Smith Co., Cleveland, O.		Proposal No. 8. A. F. Chapman & Co., Buffalo, N. Y.		Proposal No. 9. J. J. Churchyard, Buffalo, N. Y.	
			Price Bid.	Amount.	Price Bid.	Amount.	Price Bid.	Amount.	Price Bid.	Amount.	Price Bid.	Amount.	Price Bid.	Amount.	Price Bid.	Amount.	Price Bid.	Amount.	Price Bid.	Amount.
Hemlock Timber	7,059,959	ft. b.m.	M. Ft. b.m.	$19.00	$134,139.22	$23.00	$162,379.06	$17.75	$125,314.27	$23.25	$164,144.05	$15.50	$109,429.36	$15.00	$105,899.38	$15.50	$109,429.36	$17.90	$126,373.26	$17.50	$123,549.28
White Pine Timber	2,780,279	"	"	25.50	82,018.23	30.00	83,408.37	31.75	88,273.86	33.25	92,444.28	21.50	59,776.00	24.00	66,726.70	25.00	69,506.98	27.00	75,067.53	27.50	76,457.68
White Oak (sheathing on old work)	204,462	"	"	39.00	7,974.02	125.00	25,557.75	87.50	17,890.43	65.00	13,290.03	60.00	12,267.72	75.00	15,334.65	50.00	10,223.10	75.00	15,334.65	60.00	12,267.72
White Oak (sheathing on new work)	455,720	"	"	37.00	16,861.64	100.00	45,572.00	38.00	17,317.30	65.00	29,621.80	60.00	27,343.20	45.00	20,507.40	40.00	18,228.80	75.00	34,179.00	54.00	24,608.88
White Oak (other than sheathing)	111,264	"	"	31.00	3,448.18	150.00	5,563.20	35.00	3,894.24	38.00	4,228.03	35.00	3,894.24	36.20	4,027.76	30.00	3,337.92	34.00	3,782.98	34.50	3,838.61
White Oak Piles	9,720	lineal ft.	Lineal ft.	.40	3,888.00	.45	4,374.03	.45	4,374 00	.45	4,374.00	.26	2,527.20	.42	4,082 40	.25	2,430.00	.35	3,402.00	.25	2,430.00
Tie Rods	617,570	pounds.	Pound.	.035	21,614.95	.03	18,527.10	.025	15,439.25	.0325	23,670.03	.025	15,439.25	.02	12,351.40	.02	12,351.40	.03	18,527.10	.03	18,527.10
Screw Bolts & Washers	871,055	"	"	.035	30,486.98	.03	26,131.65	.025	21,776.39	.035	30,486.93	.0225	19,598.74	.025	21,776.38	.02	17,421.10	.03	26,131.65	.03	26,131.65
Lag Screws	313,150	"	"	.035	10,960.25	.03	9,394.50	.05	15,657.50	.135	42,275.25	.035	10,960.25	.025	7,828.75	.025	7,828.75	.02875	9,003.06	.04	12,526.00
Drift Bolts	758,366	"	"	.03	22,750.98	.03	22,750.98	.02	15,167.32	.035	26,542.81	.02	15,167 32	.02	15,167.82	.015	11,375.42	.0275	20,855.07	.02	15,167.32
Spikes	17,200	"	"	.04	688.00	.03	516.00	.03	516.00	.045	774.00	.035	602.00	.02	344.00	.02	344.00	.035	602.00	.03	516.00
Straps	193,425	"	"	.04	7,737.40	.07	13,540.45	.035	6,770.23	.035	6,770.28	.02	3,868.70	.02	3,888.70	.03	5,803.00	.04	7,737.40	.03	5,803.05
Bent Plates	9,280	"	"	.03	278.40	.07	649.60	.03	278.40	.10	928.00	.02	185.60	.025	232.00	.03	278.40	.045	417.60	.05	464.00
Wire Nails	1,400	"	"	.03	42.00	.03	42.00	.03	42.00	.06	84 00	.04	56.00	.02	28.00	.02	28.00	.03	42.00	.03	42.00
Mooring Rings	180	"	"	.08	14.40	.07	12.60	.20	36.00	.135	24.30	.06	10.80	.10	18.00	.03	5.40	.06	10.80	.10	18.00
Stone for filling Cribs and Pier Foundation	131,500	tons.	Ton.	1.10	144,650.00	1.50	197,250.00	1.06	139,390.00	1.12	147,280.00	1.15	151,225.00	.81	106,515.00	.80	105,200.00	1.15	151,225.00	.90	118,350.00
Stone for leveling East Breakwater Foundat'n	3,500	"	"	2.50	8,750.00	1.80	6,300.00	1.25	4,375.00	1.50	5,250.00	1.15	4,025.00	.81	2,835.00	.80	2,800.00	1.20	4,200.00	1.00	3,500.00
Stone for Riprap Protection E. Breakwater	25,000	"	"	1.75	43,750.00	2.25	56,250.00	1.06	26,500.00	1.60	40 000.00	1.15	28,750.00	1.05	26,250.00	.80	20,000.00	1.45	36,250.00	1.20	30,000.00
Sand Filling	3,600	cubic yds.	Cubic yds.	.60	2,160.00	.75	2,700.00	.50	1,800.00	.67	2,412.00	.15	540.00	.70	2,520.00	.20	720.00	.20	720.00	.40	1,440.00
Concrete or stone blocks	43,368	cubic ft.	Cubic ft.	.23	9,974.64	.70	30,357.60	.375	16,263.00	.47	20,382.96	.40	17,347.20	.26	11,275.68	.40	17,347.20	.42	18,214.56	.40	17,347.20
Concrete made in place	4,565	"	"	3.65	16,662.25	8.00	36,520.00	5.35	24,423.75	7.29	33,278.85	6.40	29,216.00	5.72	26,111.80	5.00	22,825.00	7.00	31,955.00	5.25	23,966.25
Removing old west pier	1,540	lineal ft.	Lineal ft.	16.00	24,640 00	27.00	41,580.00	5.00	7,700 00	4.50	6,930.00	5.00	7,700.00	5.00	7,700.00	1.00	1,540.00	8.00	12,320.00	3.00	4,620.00
Dredging	140,000	cubic yds.	Cubic yds.	.16	22,400.00	.21	29,400.00	.13	18,200.00	.12	16,800.00	.12	16,800.00	.12	16,800.00	.08	11,200.00	.125	17,500.00	.14	19,600.00
Moving Store House				350.00	350.00	100.00	100.00	250.00	250.00	150.00	150.00	500.00	500.00	150.00	150.00	50.00	50.00	250.00	250.00	200.00	200.00
Total Bid					$616,240.49		$818,876.86		$571,648.00		$708,542.55		$537,229.58		$478,350.33		$450,273.95		$614,100.66		$541,370.74

QUEEN CITY HYDRAULIC STEERER



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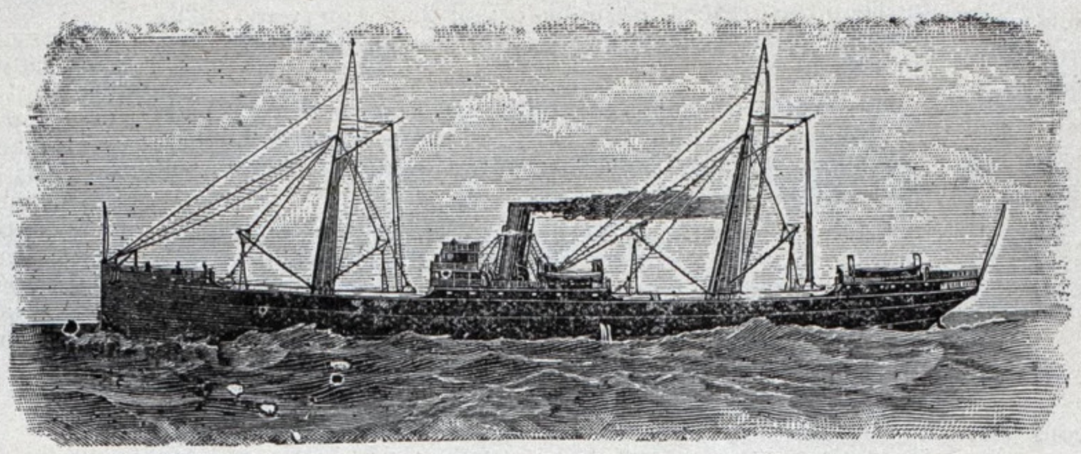

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TREASURY DECISIONS.

RELATING TO NAVIGATION LAWS, TARIFF, ETC.

Tax to be paid by customs brokers under the act of June 13, 1898.

TREASURY DEPARTMENT,
OFFICE OF THE SECRETARY,
WASHINGTON, D. C., June 14, 1898.

To officers of the customs and others concerned:

Section 2 of the act entitled "an act to provide ways and means to meet war expenditures, and for other purposes," contains the following provision:

That from and after July first, eighteen hundred and ninety-eight, * * * custom-house brokers shall pay ten dollars. Every person, firm, or company whose occupation it is, as the agent of others, to arrange entries and other custom-house papers, or transact business at any port of entry relating to the importation or exportation of goods, wares, or merchandise, shall be regarded as a custom-house broker.

Chief officers of the customs will keep a list of persons who act at their respective offices as customs brokers, and will require the exhibition to them of tax certificates in accordance with the law above cited. All such persons who do not submit evidence of the payment of the tax will be denied recognition in any customs transactions.

L. J. GAGE, Secretary.

SCHEDULE A—STAMP TAXES.

* * * * * * * * *

Entry of any goods, wares, or merchandise at any custom-house, either for consumption or warehousing, not exceeding one hundred dollars in value, twenty-five cents.

Exceeding one hundred dollars and not exceeding five hundred dollars in value, fifty cents.

Exceeding five hundred dollars in value, one dollar.

Entry for the withdrawl of any goods or merchandise from customs bonded warehouse, fifty cents.

W. B. HOWELL, Assistant Secretary.

STEAM VESSELS—PROHIBITED CARGO.

Carbide of calcium cannot be carried on passenger steamers.

TREASURY DEPARTMENT, June 18, 1898.

Gentlemen: This Department is in receipt of your communication of the 16th instant, asking for a permit to allow you to ship a quantity of "carbide of calcium" from New York to Mexico upon one of the Ward Line of steamers.

In reply, you are informed that this Department cannot legally issue the permit asked for, as it would be in violation of the provisions of section 4472, Revised Statutes, to carry such a dangerous article as carbide of calcium upon a passenger steamer. Carbide of calcium may, however, be carried on a freight steamer or sail vessel without a permit, provided the "vessel containing the same shall be distinctly marked on the outside with the name and description of the article contained therein."

The penalties for shipping dangerous articles without being properly marked as above indicated would be "two thousand dollars, or imprisonment, not exceeding eighteen months, or both."

Respectfully yours,
O. L. SPAULDING, Acting Secretary.

Messrs. Ward & Huntington, New York, N. Y.

PRIZE GOODS.

TREASURY DEPARTMENT, June 18, 1898.

Collector of Customs, New York, N. Y.: There is no existing law exacting duty on goods condemned by a prize court, and in the absence of such authority, no duty can be collected. Neutral goods released by a prize court may be delivered to owner for immediate export. If retained for consumption in this country, they become dutiable on appraisement.

W. B. HOWELL, Assistant Secretary.

INSPECTION OF FOREIGN STEAM VESSELS ADMITTED TO AMERICAN REGISTRY.

TREASURY DEPARTMENT,
STEAMBOAT-INSPECTION SERVICE,
OFFICE OF SUPERVISING INSPECTOR-GENERAL,
WASHINGTON, D. C., June 20, 1898.

To supervising and local inspectors of steam vessels:

Your attention is called to the provisions of section 14 of the act approved March 3, 1897, entitled: "An act to amend the laws relating to navigation," as follows:

Sec. 14. That the Secretary of the Treasury be, and he is hereby authorized to direct the inspection of any foreign vessel, admitted to American registry, its steam boilers, steam pipes, and appurtenances, and to direct the issue of the usual certificate of inspection, whether said boilers, steam pipes, and appurtenances are or are not constructed pursuant to the laws of the United States, or whether they are or are not constructed of iron stamped pursuant to said laws.

The tests in the inspection of such boilers, steam pipes, and appurtenances shall be the same in all respects as to strength and safety as are required in the inspection of boilers constructed in the United States for marine purposes.

Inspectors are hereby directed, upon receipt of official notice from this office of the name of any foreign steam vessel that has been duly admitted by act of Congress to American registry, to inspect said steam vessel upon due application of the owners or agents thereof, in accordance with the terms of the act herein quoted.

JAS. A. DUMONT,
Supervising Inspector-General.

Approved: O. L. SPAULDING, Acting Secretary.

NOTICE TO MARINERS.

LIGHT-HOUSE ESTABLISHMENT,
OFFICE OF THE LIGHT-HOUSE INSPECTOR, 9TH DISTRICT,
CHICAGO, ILL., June 27, 1898.

Notice is hereby given that a 30-foot spar buoy, painted black, has been established in 20 feet of water on the north-easterly end of a small shoal with 15 feet least depth of water off Manitowoc, Wisconsin.

Vessels must keep to the eastward and northward of buoy.

Bearings (true) and distances from buoy: (statute miles) Two River Pierhead Light-House, (N. 43° E.) N. E. ⅛ N. 5¼ miles; Manitowoc Pierhead Light-House, (N. 62° 20′ W.) N. W. by W. ½ W. ¾ mile; Tangent of land (Manitowoc S. Point) 2¾ miles S. of Manitowoc Pierhead, (S. 24° 28′ W.) S. S. W. ⅛ W. 2¾ miles.

By order of the Light-House Board.

C. O. ALLIBONE,
Lieut. Commander, U. S. N., Inspr. 9th L. H. Dist.

EASTERN FREIGHT REPORT.

Messrs. Funch, Edye & Co., New York, furnish the RECORD with the following freight report:

At the time of writing, our freight market, especially for grain cargoes, continues disorganized, and no enquiry is yet manifesting itself for prompt shipment, outside of the slight demand for Portugal. Berth freights continue dull, although some little recovery has taken place from lowest rates. The deal ports are responding to free offerings of boats by steadily reduced quotations, and the demand for steamers for sugar, for coal and on time business has perceptibly slackened off. A good business in timber freights from the Gulf has been transacted, and the edge of this demand has momentarily been taken off, although the enquiry continues fairly active.

The movement in sail tonnage since our last has again been light, there being no change in the general position of the market. The available number of suitable vessels does not present much to choose from; on the other hand, there is no very pressing enquiry either, and consequently rates have been maintained.

An old story revamped comes to us this week in the following guise: On one occasion years ago the President visited one of the ships informally, dispensing with the usual salute and ceremony, when one of the men rather indignantly asked another who that lubber was on the quarterdeck that didn't "douse his peak" to the Commodore.

"Choke your luff, will you," was the reply, "that's the President of the United States."

"Well, ain't he got manners enough to salute the quarterdeck if he is?"

"Manners! What does he know about manners? I don't suppose he was ever out of sight of land in his life."

JOHN PAUL JONES WAS A SCOTCHMAN.

John Paul Jones was born in 1847, in the parish of Kirkbean, upon the Solway Firth, in the southwestern part of Scotland. His family name was Paul, that of Jones being assumed later. Thirty miles south of Kirkbean, on the other side of Firth, and therefore in England, is the port of Whitehaven, whence he sailed during the early part of his maritime career, which began at the age of twelve. His voyages, of which, however, only an incomplete record remains, were chiefly to the West Indies and to the North American continent. In the latter an elder brother, William Paul had settled at Fredericksburg, in Virginia. There John Paul visited him from time to time, as opportunity offered; and when William died, in 1773, leaving a considerable property, John went there to live and to settle the estate. It was then that he formed the purpose before quoted, of abandoning the sea; moved thereto, doubtless, by the prospect of a reasonable competence which had thus opened to him.

The troubles of the colonies with the mother country, however, had begun already. A recent settler, without family ties on the spot, with sisters in Scotland, Jones very well might have remained at least passively a loyalist; but he was a reading man always, and had imbibed, as before remarked, the ideas and the jargon of the century. With his native temperament and capacities, it was well nigh impossible that he should remain inactive in such stirring times, while his acquired views, his new interests, and the weakening hold of home affections, consequent upon absence since boyhood, combined to impel him to take sides with the fellow citizens among whom he was then living, rather than with those in the old country. For this he was called then a traitor; not wholly unnaturally, for the doctrine of indefeasible allegiance was still maintained by Great Britain. It is singular, however, to find him again so styled in a very recent English work. A rebel he doubtless was; a traitor, perhaps technically, as Washington might be called for the same reason; but he betrayed no trust.—From "Paul Jones in the Revolution," by Capt. A. T. Mahan, in the July Scribner's.

ACADEMICAL.

Cornell University summer school announcement of courses of instruction.—The summer school of Cornell University, for teachers and advanced students, will be open this year from July 5 to August 13, and those interested may obtain copies of the announcement on application. A number of courses have been arranged for those who desire to advance themselves as draftsmen, engineers and electricians, open to any one without entrance examinations. Among these are: Dynamo laboratory practice and lectures, mechanical drawing and designing and laboratory work. The last mentioned course includes the testing of materials and lubricants, determination of quality of steam; analysis of coals and flue gas; calibration of dynamometers, weirs, steamgauges, steam-engine indicators, and other engineering apparatus; efficiency tests of the hydraulic ram, water moter, injector, boilers, pumps, air compressors; steam, gas, oil, and hot air engines. For further particulars the circular should be consulted.

The Naval Academy of the Great Lakes, Toledo, Ohio, is not so much an institution for making sailors or soldiers, perhaps, as a first impression would indicate, though valuable as a means of strenthening the naval force of the nation, especially of the lake defenses and adding to its somewhat doubtful efficiency in naval affairs.

The greatest benefit, however, to be derived from such an institution, would be the matter, pure and simple, of education in all these details that an advanced civilization and progressive intellectuality makes necessary to the successful business and professional man. It prepares young men for the battle of life, in which, sooner or later, every one will be engaged, either through the volunteer service, or through the more forcible system of the draft, to enter the great army fighting this battle of life, and will have to man the gun of his own responsibility, and meet the foe that ever threatens destruction to his own individual rights and comforts, and welfare of those dependent upon his strength and generalship for protection and support.

In the future, more than in the past, will be required promptness, method, system, and concentration of effort and self-reliance—the very qualifications developed and strengthened through naval discipline and training.

Never in the history of this country has naval education been so well understood and so fully appreciated as at the present time. The coming generations of business men must be able to do business with greater dispatch than has been required in the past.

A system that takes minutes into account instead of hours, and that protects and cultivates the physical as well as the mental attributes of a student, is the system that must receive recognition and support in the education of the coming boy.

The instruction is designed to build up for each boy a sound, strong, active body, the foundation for mental endurance, for healthy intellectual activity, and for high spiritual power.

It is designed to teach, by a persistent practice, the idea of method in mental operations and in personal habits, so that those virtues applying to all affairs, promptness, precision and dispatch, may become matters of second nature; it is designed to provide the best of intellectual training by the employment of instructors specially fitted by training and experience for conducting the various departments of study, and it is designed also, to surround the student constantly with such influences as will tend to elevate his thoughts, stir his ambition, instill the spirit of honor, and lift the nature toward a higher conception of duty and toward a reverence for all sacred things.

This system will enforce attention, prompt obedience, regularity of habits, economy of time, directness, courtesy, frankness all aiding in a most apparent way to make useful, practical and successful men. The naval idea established in the mind of the young man, growing into citizenship, a relation to the state, it fosters a love and reverence for the flag of his country, it enlarges that spirit of patriotism which is needed more and more in all conditions of our national life.

The Academy prepares students for all departments of Michigan University, Harvard, Chicago University, Cornell, Yale, Princeton, and other colleges, as well as for scientific schools, law schools, and the national academies at Annapolis and West Point.

There are special juvenile classes, for boys under ten years of age.

SINCE the naval war with the Barbary pirates at the beginning of the century, the arms of this country have never been engaged at any considerable distance from our own shores; and in the case of the Manila expedition it will be most interesting to observe the manner in which our officers attack the numerous and serious problems which confront the leaders of armies of occupation and expeditionary forces operating far from a base of supplies. "Every question of management that comes up is new," said an officer at San Francisco last week to John F. Bass, the well known correspondent, "and all the details of such an enterprise are experimental." Mr. Bass will represent Harper's Weekly with General Merritt's troops, and his letters from the Philippines will appear regularly in that journal.

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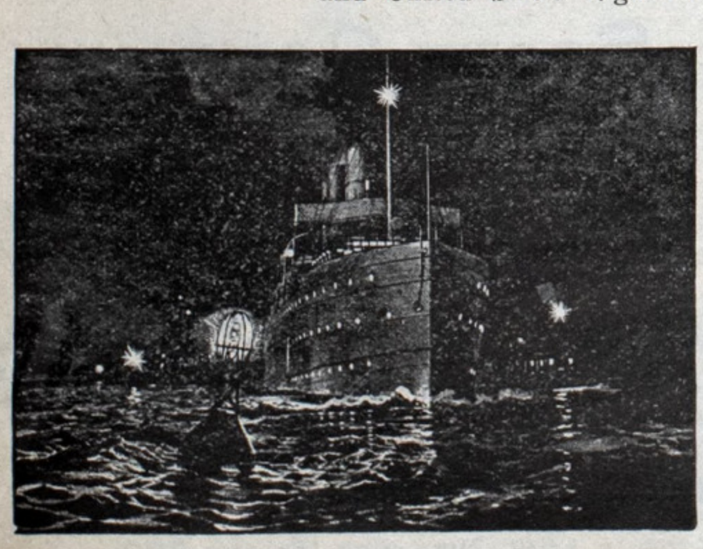

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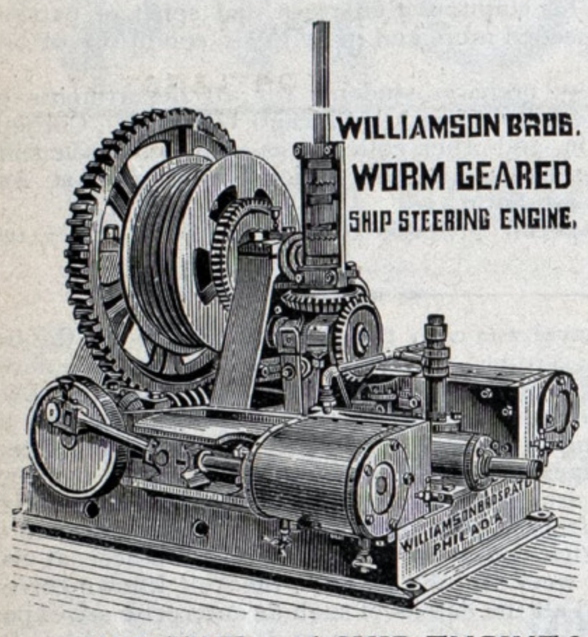

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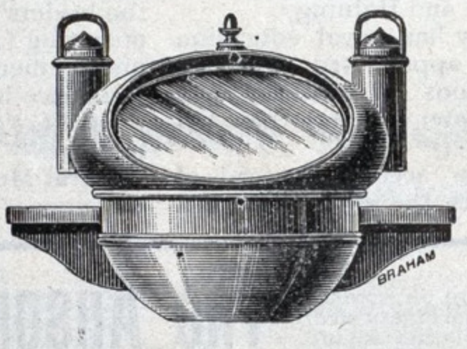

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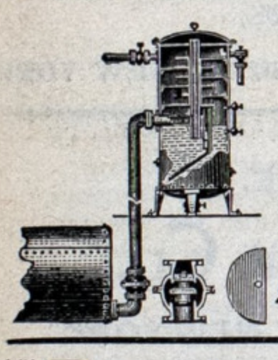

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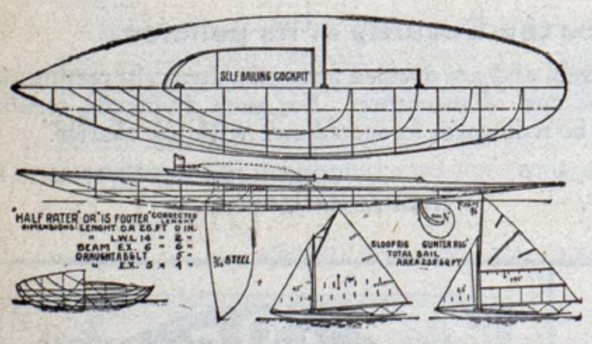

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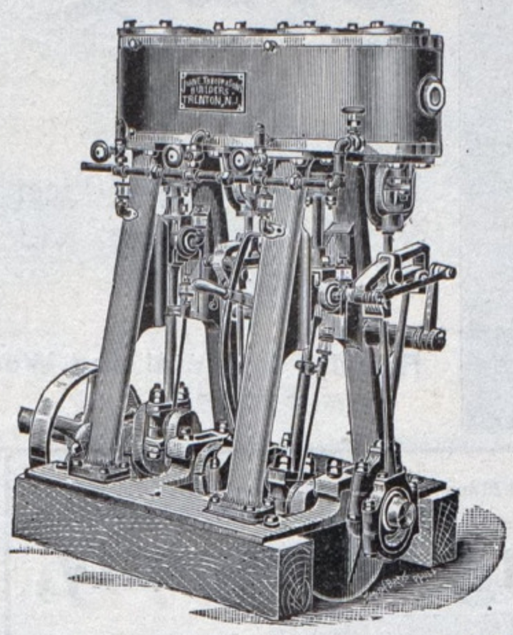

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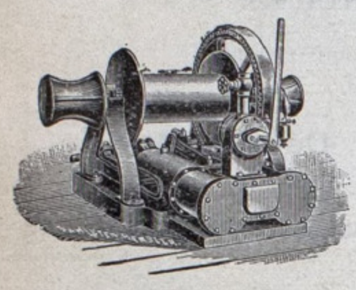

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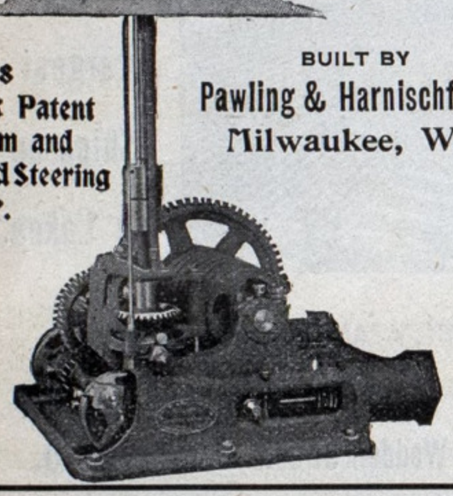

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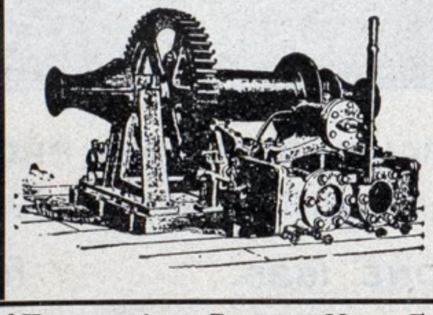

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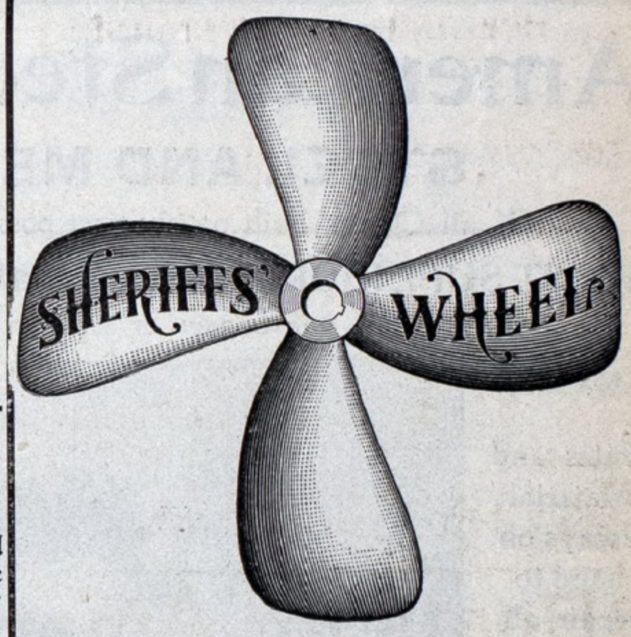

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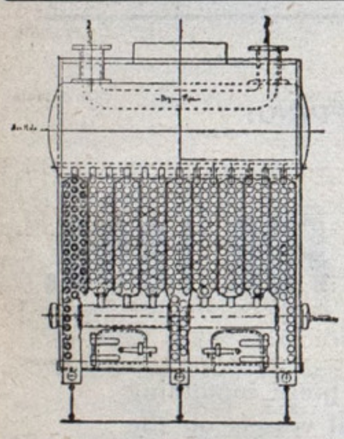

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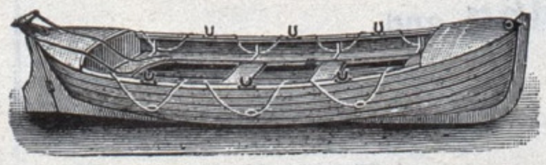

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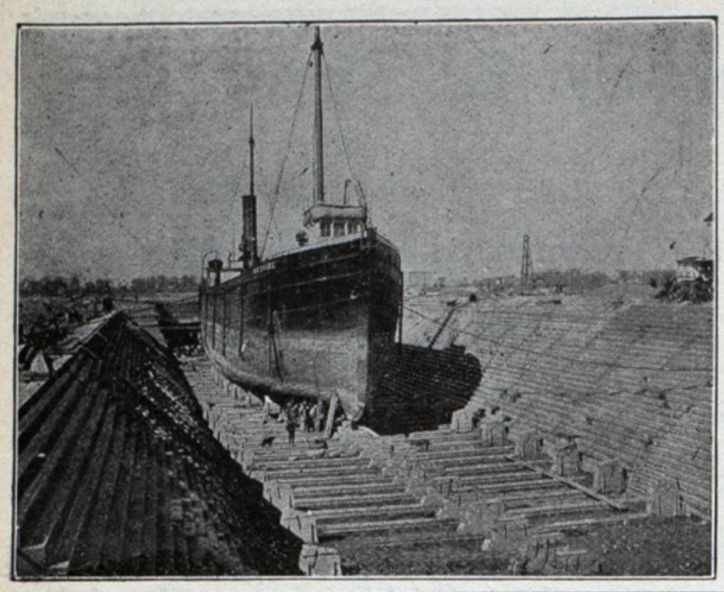

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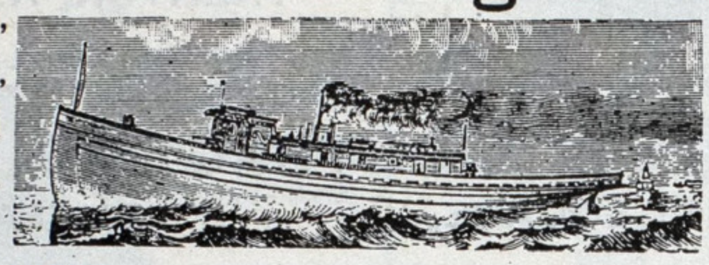

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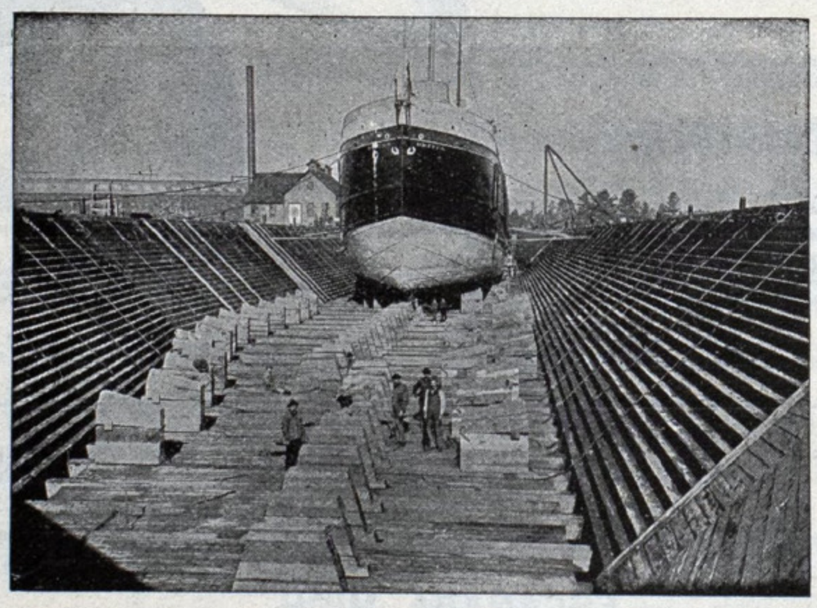

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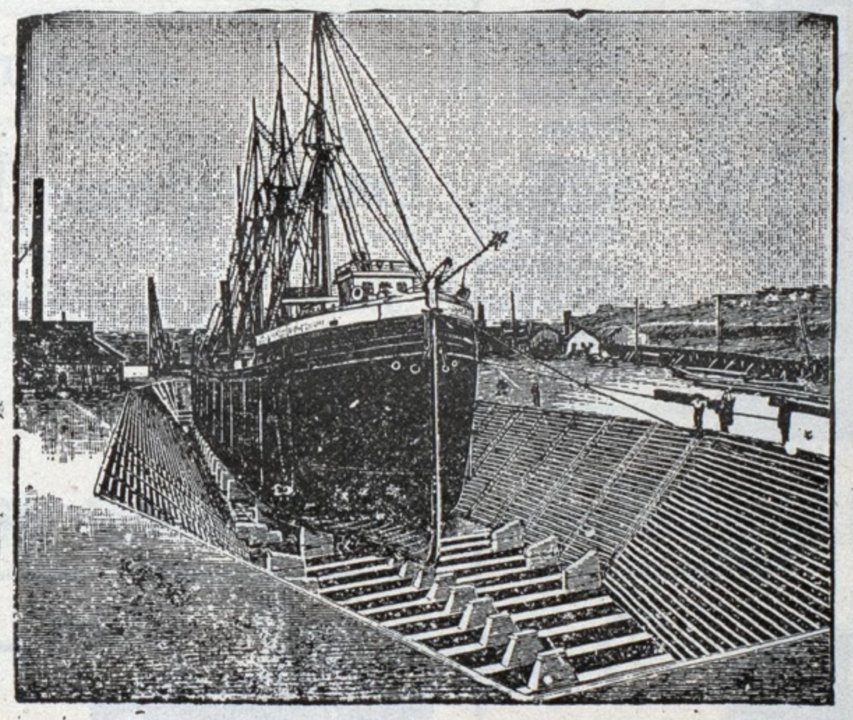

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